

File No. 140445

Committee Item No. 6

Board Item No. 40

### COMMITTEE/BOARD OF SUPERVISORS

#### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date June 30, 2014

Board of Supervisors Meeting Date 7/15/14

#### Cmte Board

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| <input type="checkbox"/>            | <input type="checkbox"/>            | Legislative Digest                           |
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Completed by: Andrea Ausberry Date June 26, 2014

Completed by: AA Date 7.2.14



6/30/14

FILE NO. 140445

ORDINANCE NO.

[Planning Code, Zoning Map - Visitation Valley/Schlage Lock Special Use District]

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Ordinance amending the Planning Code to amend Section 249.45 to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schalge Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitacion Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
**Additions to Codes** are in *single-underline italics Times New Roman font*.  
**Deletions to Codes** are in ~~*strikethrough italics Times New Roman font*~~.  
**Board amendment additions** are in double-underlined Arial font.  
**Board amendment deletions** are in ~~strikethrough Arial font~~.  
**Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1.

(a) Environmental Findings. The San Francisco Planning Commission and the former San Francisco Redevelopment Agency certified a final environmental impact report ("FEIR") for the Visitacion Valley Redevelopment Program, Planning Department File No. 2006.1308E, on December 18, 2008. The project analyzed in the EIR was for redevelopment of an approximately 46-acre project area in San Francisco's Visitacion Valley neighborhood, extending on both sides of Bayshore Boulevard roughly between Sunnydale Avenue and

1 Blanken Avenue and along the Leland Avenue commercial corridor. The project was intended  
2 to facilitate re-use of the vacant Schlage Lock property along the east side of Bayshore  
3 Boulevard (also referred to as "Zone 1"), revitalize other properties along both (east and west)  
4 sides of Bayshore Boulevard, and help revitalize the Leland Avenue commercial corridor.

5 When California eliminated its Redevelopment Agencies in February, 2012, the City of  
6 San Francisco initiated new efforts to move forward with the development of the Schlage Lock  
7 site (Zone 1) in light of reduced public funding and jurisdictional change. Thus, the proposed  
8 project design was revised with respect to Zone 1, and these modifications were analyzed in  
9 an Addendum to the FEIR prepared by the Planning Department and referred to as the  
10 "Modified Project". The Modified Project differs from the project analyzed in the FEIR in that,  
11 among other changes, the project sponsor for Zone 1, the former Schlage Lock site, proposes  
12 to increase the number of residential units from 1,250 to 1,679 and reduce the amount of retail  
13 commercial uses from 105,000 to 46,700 square feet. The amount of cultural uses on the site  
14 would not change and is still projected to include 15,000 new square feet. The Addendum  
15 found that the projected growth for the rest of the project site analyzed in the FEIR (referred to  
16 as "Zone 2") would remain the same as analyzed in the FEIR.

17 The Board has reviewed the FEIR and the Addendum and hereby finds that since  
18 certification of the FEIR, no changes have occurred in the proposed project or in the  
19 circumstances under which the project would be implemented that would cause new  
20 significant impacts or a substantial increase in the severity of impacts identified and analyzed  
21 in the FEIR, and that no new information has emerged that would materially change the  
22 analyses or conclusions set forth in the EIR. The Modified Project would not necessitate  
23 implementation of additional or considerably different mitigation measures than those  
24 identified in the FEIR.

1           Additionally, the Board hereby adopts and incorporates by reference as though fully set  
2 forth herein the environmental findings of the Planning Commission, found in Planning  
3 Commission Resolutions Nos. 17790 and 19163, dated December 18, 2008 and June 5, 2014  
4 respectively, a copyies of which isare on file with the Board of Supervisors in File No. 140445,  
5 including but not limited to the Planning Commission's rejection of certain transportation  
6 mitigation measures as infeasible and its finding that no other feasible mitigation measure are  
7 available to address certain identified significant impacts, and the Mitigation Monitoring and  
8 Reporting Program, a copy of which is on file with the Board of Supervisors in File No.  
9 140445.

10           (b) On June 5, 2014, the Planning Commission, in Resolution No. 19163, adopted  
11 findings that the actions contemplated in this ordinance are consistent, on balance, with the  
12 City's General Plan and eight priority policies of Planning Code Section 101.1. The Board  
13 adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the  
14 Board of Supervisors in File No. 140445, and is incorporated herein by reference.

15           (c) On June 5, 2014, the Planning Commission, in Resolution No. 19163, adopted  
16 findings pursuant to Planning Code Section 302 that the proposed zoning reclassification and  
17 map amendment will serve the public necessity, convenience and welfare. The Board adopts  
18 these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of  
19 Supervisors in File No. 140445, and is incorporated herein by reference.

20           (d) The Board hereby rescinds Resolution No. 70-09, adopted by the Board on April  
21 28, 2009, which Resolution approved and adopted the Redevelopment Plan for the Visitacion  
22 Valley Redevelopment Project Area (the "Plan"). Accordingly the Plan is no longer in effect.

23  
24           Section 2. The Planning Code is hereby amended by amending Section 249.45, to  
25 read as follows:

1                   **SEC . 249.45. VISITACION VALLEY/SCHLAGE LOCK SPECIAL USE DISTRICT.**

2                   A Special Use District entitled the "Visitacion Valley/Schlage Lock Special Use District"  
3 is hereby established for a portion of the Visitacion Valley neighborhood and the Schlage Lock  
4 site within the City and County of San Francisco, the boundaries of which are designated on  
5 Sectional Map ~~No. 10~~ SU10 of the Zoning Maps of the City and County of San Francisco, and  
6 which includes properties generally fronting Bayshore Boulevard between Tunnel Avenue in  
7 the north and the San Francisco/San Mateo County line in the south, and properties fronting  
8 Leland Avenue between Bayshore Boulevard and Cora Street. The following provisions shall  
9 apply within the Special Use District:

10                   (a) **Purpose.** ~~The Redevelopment Agency proposes to establish a Redevelopment Project in~~  
11 ~~the Visitacion Valley neighborhood, based on the Visitacion Valley Survey Area designated by~~  
12 ~~Resolution No. 424-05 on June 07, 2005, and the Schlage Lock Strategic Concept Plan, endorsed by~~  
13 ~~Resolution No. 425-06 on June 07, 2005. The Redevelopment Plan for the area calls for conversion of~~  
14 This Special Use District is intended to facilitate the conversion of the vacant Schlage Lock site  
15 into a ~~redevelopment of the long-vacant Schlage Lock site into a true part of its larger neighborhood,~~  
16 ~~as a~~ vibrant, transit-oriented mixed use development which will be a model of sustainability. ~~It~~  
17 ~~also calls and to provide~~ for infill development on vacant and underdeveloped properties along  
18 Bayshore Boulevard and ~~Leland~~ Leland Avenue.

19                   The ~~Redevelopment Plan Area~~ Special Use District includes two zones - Zone 1 and Zone  
20 2, as defined below. Within Zone 1, an increase of height and allowable density via form-  
21 based development controls will be required in order to achieve sufficient ~~intensities~~ densities to  
22 support a transit-oriented development, to support certain neighborhood-commercial uses  
23 such as a moderate-sized supermarket, and to achieve the community's goals for a vibrant,  
24 well-designed model of sustainability. Within both Zones 1 and 2, in order to achieve a  
25 successful program, additional design guidelines will be required.

1 Therefore, the Visitation Valley/Schlage Lock Design for Development and the Open Space  
2 and Streetscape Master Plan, both as adopted by the Planning Commission and periodically amended  
3 as provided herein, was were developed to provide the specific Development Controls and  
4 Design Guidelines which, in cooperation with underlying San Francisco Planning Code  
5 requirements and the requirements of this Special Use District, will regulate development within  
6 the Special Use District and guide it towards the goals described above. As provided below,  
7 projects in Zone 1 shall be reviewed by all relevant agencies according to both the Development  
8 Controls and Design Guidelines as contained within the Design for Development. Projects in Zone 2  
9 shall be reviewed according to only the Design Guidelines.

10 A Development Agreement, approved by the Board of Supervisors in Ordinance  
11 No. \_\_\_\_\_, applies to Zone 1 of this Special Use District.

12 (b) Definitions.

13 "Visitation Valley/Schlage Lock Cooperation and Delegation Agreement" shall mean the  
14 Agreement between the Planning Department and the Redevelopment Agency to establish general  
15 responsibilities that the Department and the Agency will have for review and approval of specific  
16 project development proposals within the Redevelopment Project Area.

17 "Development Agreement" shall mean the Development Agreement By and Between the City  
18 and County of San Francisco and Visitation Development LLC, a Subsidiary of the Universal Paragon  
19 Corporation Relative to the Development Known as The Schlage Lock Development Project, approved  
20 by the Board of Supervisors in Ordinance No. \_\_\_\_\_.

21 "Old Office Building" shall mean the existing historic building at the northern corner of Zone 1  
22 and located at 2201 Bayshore Boulevard.

23 "Open Space and Streetscape Master Plan" shall mean the document adopted by the Planning  
24 Commission in Resolution No. 19163, approved by the Board of Supervisors as part of this Special Use  
25

1 District, and found in Clerk of the Board File No. 140445, and as may be amended from time to time.

2 The Open Space and Streetscape Master Plan is herein incorporated by reference.

3 "Visitacion Valley/Schlage Lock Design for Development" or "Design for Development"  
4 shall mean the document adopted by the Planning Commission in Resolution No. ~~1779519163,~~  
5 approved by the Board of Supervisors as part of this Special Use District, and found in Clerk of the  
6 Board File No. ~~090223140445, and as may be amended from time to time which contains two parts:~~  
7 Part 1: Urban Design Framework, and Part 2: Development Controls and Design Guidelines. The  
8 Design for Development is herein incorporated by reference.

9 "Visitacion Valley Redevelopment Plan" shall mean the Plan adopted by the Board of  
10 Supervisors in Ordinance No. 73-09 on May 8, 2009.

11 "Zone 1" shall have the meaning set forth in the Visitacion Valley Redevelopment  
12 Plan~~Design for Development~~, and shall generally mean the Schlage Lock industrial site, located  
13 at the southern border of San Francisco where Bayshore Boulevard converges with Tunnel  
14 Avenue.

15 "Zone 2" shall have the meaning set forth in the Visitacion Valley Redevelopment  
16 Plan~~Design for Development~~, and shall generally mean the segments of Bayshore Boulevard  
17 and Leland Avenue adjacent to the Schlage Lock site.

18 (c) **Controls Generally.** The following controls shall apply in the Special Use District:  
19 Development in the Special Use District shall be regulated by the controls contained in the Design for  
20 Development, as adopted by the Planning Commission and periodically amended, the controls  
21 specifically enumerated in this Section 249.45, and the Planning Code, to the extent such controls do  
22 not conflict with the Development Agreement. Where not explicitly superseded by definitions or  
23 controls established in the Design for Development or this Section 249.45, the definitions and controls  
24 of the Planning Code shall apply. All procedures and requirements of Article 3 shall apply to this



1 Special Use District to the extent that they are not in conflict with this Section or the Development  
2 Agreement.

3 The Planning Commission may amend the Design for Development or the Open Space and  
4 Streetscape Master Plan upon initiation by the Planning Department or upon application by an owner  
5 of property within the Special Use District (or his or her authorized agent) to the extent that such  
6 amendments are consistent with this Special Use District, the General Plan, and the approved  
7 Development Agreement.

8 ~~(1) Controls in Zone 1. The Redevelopment Agency, in consultation with the Planning~~  
9 ~~Department as specified in the Cooperation and Delegation Agreement, may approve a project within~~  
10 ~~the Visitacion Valley/Schlage Lock Special Use District if:~~

11 ~~(A) the project is consistent with the goals and objectives of the Redevelopment~~  
12 ~~Plan and conforms to the Land Use Controls of the Redevelopment Plan; and~~

13 ~~(B) the project is in conformity with the Visitacion Valley/Schlage Lock Design~~  
14 ~~for Development, including the Urban Design Framework, Development Controls and Design~~  
15 ~~Guidelines contained in that document.~~

16 ~~(2) Controls in Zone 2. The Planning department, in consultation with the~~  
17 ~~Redevelopment Agency as specified in the Cooperation and Delegation Agreement, may approve a~~  
18 ~~project within the Visitacion Valley/Schlage Lock Special Use District if:~~

19 ~~(A) the project meets the relevant requirements of the Planning Code; and~~

20 ~~(B) the project meets the affordable housing policies set forth in the~~  
21 ~~Redevelopment Plan; and~~

22 ~~(C) the project is in general conformity with the Design Guidelines contained~~  
23 ~~within the Visitacion Valley/Schlage Lock Design for Development.~~

24 ~~(3) To the extent that the Visitacion Valley/Schlage Lock Design for Development does~~  
25 ~~not apply or is silent, the provision of the San Francisco Planning Code shall apply.~~

1           (d) Controls in Zone 2. Development in Zone 2 of the Special Use District shall be regulated  
2 by the relevant requirements of the Planning Code and shall generally conform to the Design  
3 Guidelines contained within the Design for Development. The Design Controls of the Design for  
4 Development shall not apply to development in Zone 2.

5           (e) Controls in Zone 1. Development in Zone 1 of the Special Use District shall be regulated  
6 by the controls contained in this Section 249.45(e) and the Design for Development. Where not  
7 explicitly superseded by definitions and controls established in this Section 249.45(e) or the Design for  
8 Development, the definitions and controls in this Planning Code shall apply except where those  
9 controls conflict with the Development Agreement. The following shall apply only in Zone 1 of the  
10 Special Use District:

11           (1) Impact Fees. Although the Mixed Use-General District (MUG) zoning designation  
12 is used in Zone 1, the Special Use District is located outside of the Eastern Neighborhoods Plan Area  
13 and therefore the Eastern Neighborhoods Impact Fees and Public Benefits Fund requirements set forth  
14 in Section 423 shall not apply.

15           (2) Use Requirements.

16           (A) Permitted and Conditional Uses. Uses are defined as set forth in Article 8 of  
17 this Code unless otherwise specified in this Section 249.45. Except as specifically set forth below, all  
18 uses principally permitted in the MUG are principally permitted and all uses requiring a conditional  
19 use approval in the MUG shall require a conditional use approval.

20           (B) Formula Retail Uses. Formula retail uses as defined in Section 703.3,  
21 except those uses set forth in subsection 249.45(e)(2)(C) below, shall be principally permitted subject  
22 to the following requirements:

23           (i) Within 21 days of the filing of a building permit application for  
24 formula retail use and the determination by the Planning Department that the application is complete  
25 for the purposes of its review and complies with all relevant Planning Code provisions, including this

1 Special Use District and the Design for Development, notice shall be mailed to owners and occupants  
2 within 300 feet of the subject property, anyone who has requested a block book notation, and the  
3 relevant neighborhood group list for Visitacion Valley for a 30-day public review and comment period.  
4 This notice shall comply with the noticing requirements of Section 312. During this public review  
5 period, members of the public may request a project sponsor-hosted public meeting to be held on or  
6 proximate to the proposed project site. Such a meeting is only required if at least two members of the  
7 public submit such a request in writing to the Planning Department. If such a meeting is required, it  
8 shall take place after the close of the public review period and prior to any decision by the Planning  
9 Director, or the Planning Commission if required, to approve such an application. A representative  
10 from the Planning Department shall attend any such meeting. Documentation that the meeting took  
11 place shall be submitted to the Planning Department consistent with the Department's pre-application  
12 meeting proof-of-meeting requirements and shall be kept with the project file. The Planning Director,  
13 or Planning Commission if required, shall not approve a formula retail project prior to any such  
14 required meeting.

15 (ii) The Planning Director shall retain the discretion to disapprove a  
16 proposed formula retail use, with the exception of those uses set forth in section (iii) below, based on  
17 but not limited to the following considerations: the concentration of formula retail uses in the area; the  
18 demand for the proposed goods or services; and the use mix and other uses within 1/4 mile of the  
19 proposed use.

20 (iii) Grocery stores, pharmacies, and financial services, except fringe  
21 financial services, shall be exempted from sections (i) and (ii) above.

22 (C) Prohibited Uses. The following uses shall be prohibited within this Special  
23 Use District:

24 (i) Auto repair services;

1 (ii) Office, except in existing buildings or as an accessory use to other  
2 permitted uses. The floor controls set forth in Section 803.9(h) for the MUG zoning designation shall  
3 not apply to office use in the Old Office Building or to the existing building located on Assessor's Block  
4 and Lot No. 5100-007;

5 (iii) Wholesale sales;

6 (iv) Motor vehicle repair;

7 (v) Automobile tow;

8 (vi) Storage and distribution;

9 (vii) Surface parking lots;

10 (viii) Commuter or park-and-ride parking, defined as any automobile  
11 parking in a garage or lot that is available for parking for longer than four hours and available for use  
12 by individuals who are not residents, workers, or visitors to the uses in the Special Use District or the  
13 immediate vicinity; and

14 (ix) Drive-through establishments.

15 (D) Temporary Uses. A temporary use may be authorized by the Planning  
16 Director for a period not to exceed 4 years if the Director finds that such use: (i) will not impede  
17 orderly development within the Special Use District; (ii) is consistent with this Special Use District, the  
18 Design for Development, Open Space and Streetscape Master Plan, and Development Agreement; and  
19 (iii) would not pose a nuisance to surrounding residential uses. In addition to those uses set forth in  
20 Section 205, such interim uses may include but are not limited to: mobile or temporary retail or food/  
21 beverage services; farmers' markets; arts or concert uses; temporary parking; and rental or sales  
22 offices incidental to new development. An authorization granted pursuant to this section shall not  
23 exempt the applicant from obtaining any other permit required by law. Additional time for such uses  
24 may be authorized only by action upon a new application.

1                   (3) Density of Dwelling Units. Dwelling unit density shall be governed by the controls  
2 set forth in the Design for Development. The maximum number of dwelling units within Zone 1 shall be  
3 1,679 units.

4                   (4) Residential Affordable Housing Requirement. The provisions of Section 415 shall  
5 apply except as otherwise agreed to in the Development Agreement.

6                   (5) Retail Size Limits. There shall be no retail size limits for grocery stores .

7                   (6) Building Standards.

8                   (A) Vertical Control for Office. Vertical floor controls for office set forth in  
9 Section 803.9 shall not apply in existing buildings on the site.

10                   (B) Height. Height of a building or structure shall be defined, measured, and  
11 regulated as provided for in Sections 102.12 and 260 where applicable, and as below in the following  
12 scenarios:

13                   (i) Where the lot is level with or slopes downward from a street at the  
14 centerline of the building or building step, the measurement point shall be taken at the back of sidewalk  
15 level on such a street. The plane determined by the vertical distance at such point may be considered  
16 the height limit at the opposite (lower) end of the lot, provided the change in grade does not enable an  
17 additional story of development at the downhill property line. This takes precedence over Section  
18 102.12(b).

19                   (ii) Where the change in grade does enable an additional floor of  
20 development, height must be measured from the opposite (lower) end of the lot, as specified in Section  
21 102.12(c).

22                   (iii) Where there is conflict with Section 102.12 or Section 260 of the  
23 Code, the requirements of this Special Use District shall apply.

24                   (iv) In addition to the exceptions listed in Section 260(b), the following  
25 shall also be exempt from the height limits:

1 (aa) Architectural elements related to design of rooftop open  
2 space, such as open air roof terraces, which shall not be enclosed, but may include partial perimeter  
3 walls if required for safety.

4 (bb) The corner portion of occupied space on the northeastern  
5 corner of Leland Avenue and Bayshore Boulevard may extend up to ten feet above the maximum height,  
6 provided: its dimension along each facade is no greater than the distance to the facade's nearest  
7 massing break or facade design feature used to reduce the building's visual scale on the floor below  
8 (see Design for Development, Massing Guideline 2); and it is part of a common, private open space  
9 consistent with Design Guideline 4 in the Private Open Space section of the Design for Development or  
10 is designed as a solarium per Section 134(f)(4).

11 (C) Building Bulk. Bulk and mass limitations shall be as follows:

12 (i) No building wall that fronts a street or other publicly accessible right-  
13 of-way may exceed a maximum continuous length of 100 feet without a massing break or change in  
14 apparent face. Massing breaks or changes in apparent face may be accomplished through the options  
15 set forth in the Design for Development.

16 (ii) Building facades shall incorporate design features at intervals of 20-  
17 30 feet (measured horizontally along the building facade) that reduce the apparent visual scale of a  
18 building. Such design features may include but are not limited to window bays, porches/decks,  
19 setbacks, changes to facade color, or building material.

20 (iii) The floor plates of upper floors of building, defined as the top 1-2  
21 floors, shall have setbacks equal to a minimum of 15% of the floor plate size relative to the floor  
22 immediately below, except for those parcels designated as 10, 11, and 12 in the Design for  
23 Development where the minimum shall be 10%. A minimum of 1/3 of the required setback area shall be  
24 a full two stories in height, as set forth in the Design for Development.

1                    (D) Unit Mix. At least 30 percent of the dwelling units in each building with  
2 residential uses shall contain at least two bedrooms.

3                    (E) Front Setbacks. Front setbacks are not permitted along Bayshore Boulevard  
4 and Leland Avenue. Front setbacks are required along Raymond Avenue, where buildings shall be set  
5 back five to eight (5-8) feet. In all other areas, setbacks may range from zero to a maximum of eight (0-  
6 8) feet. The setback shall be consistent along major building bays.

7                    (F) Required Ground Floor Commercial Frontages. Ground floor retail uses  
8 are required along the western sections of Leland Avenue, as described in the Design for Development,  
9 and as set forth in Design for Development Figure 2.2.

10                   (G) Required Ground Floor Residential Entrances. Residential entrances are  
11 required to line streets, as described in the Design for Development, and as set forth in Design for  
12 Development Figure 2.2.

13                   (H) Usable Open Space for Non-Residential Uses. Non-residential uses are not  
14 required to provide usable open space.

15                   (I) Usable Open Space for Dwelling Units. Usable open space meeting the  
16 standards of Section 135 shall be provided for each dwelling unit in the following ratios: 60 square feet  
17 if private; or 50 square feet if common. Space in a public right-of-way, publicly-accessible pathways  
18 (as illustrated in Figure 2.4 of the Design for Development), or public open space required by the  
19 Development Agreement, including Leland Park, Visitacion Park, or Blanken Park (each as defined in  
20 the Design for Development), shall not be counted toward satisfaction of the requirements of this  
21 subsection.

22                   (7) Off-Street Automobile Parking. Off-street accessory parking shall not be required  
23 for any use, and may be provided in quantities up to the maximum number of spaces specified in Table  
24 1 below.

25                   **Table 1. Off-Street Parking Limits.**

<i>Use or Activity</i>	<i>Maximum Off-Street Car Parking Permitted as Accessory</i>
<i>Residential</i>	<i>One per dwelling unit</i>
<i>Grocery</i>	<i>One parking space per 333 gross square feet.</i>
<i>Retail</i>	<i>With the exception of grocery retail as set forth above, one parking space per 500 occupied square feet</i>
<i>School, fitness or community center use</i>	<i>One parking space per 1,000 occupied square feet</i>
<i>All other non-residential uses</i>	<i>One parking space per 750 occupied square feet</i>

*(A) An individual building may exceed applicable accessory off-street parking ratios by up to 10% without being considered a Major Modification, Minor Modification, or otherwise inconsistent with the Special Use District or the Design for Development so long as the total maximum accessory off-street parking permitted for Zone 1 is not exceeded at full Zone 1 build out.*

*(B) Collective provision and joint use of required off-street parking. Off-street parking spaces for all uses other than residential shall be located on the same lot as the use served, as an accessory use; or within a distance of no more than 800 feet, consistent with the use provisions applicable to the district in which such parking is located.*

*(8) Car-Share Parking. Required car-share spaces available to a certified car-share organization meeting the requirements of Section 166 may be provided as follows: on the building site; or at an on-street or off-street location within 800 feet of the building site and clustered near key locations such as transit nodes or retail.*

*(9) Modifications to Building Standards. Modification of the controls set forth in this Section 249.45(e) and the Design for Development may be approved on a project-by-project basis as follows:*



1                   (A) No Modifications or Variances Permitted. No modifications or variances  
2 are permitted for the following standards: parking maximums or height limits. Except as explicitly  
3 provided in subsections 249.45(e)(9)(B) and (C) below, no other standard set forth in this Special Use  
4 District or in the Design for Development may be modified or varied.

5                   (B) Major Modifications. A "Major Modification" is any deviation of more  
6 than 10 percent from any quantitative standard in this Special Use District or the Design for  
7 Development. A Major Modification may be approved only by the Planning Commission at a public  
8 hearing according to the procedures set forth in subsection 249.45(e)(11)(G), and the Planning  
9 Commission's review at such hearing shall be limited to the Major Modification. Without limitation,  
10 each modification listed below in Table 2, Major Modifications is a Major Modification.

11  
12                   **Table 2. Major Modifications**

13  
14                   **Bulk and massing.** A deviation of more than 10 percent from any numerical standard set forth  
15 in Section 249.45(e)(6)(C) and the Massing Section (Controls 1-3) of the Design for Development.

16                   **Ground Floor Entrances.** A deviation of more than 10 percent from any dimensional standard  
17 set forth in the Residential Entrances & Retail Entrances controls in the Design for Development.

18                   **Private Open Space.** Modification of any numerical standard forth in Section 249.45(e)(6)(F)  
19 and the Private Open Space Section Controls of the Design for Development.

20                   **Car Sharing.** Modification of any car-sharing numerical standard set forth in Section  
21 249.45(e)(8) and in the Off-Street Parking Requirements Section of the Design for Development.

22                   **Public Realm.** A deviation of more than 10 percent from any dimensional standard set forth in  
23 the Street and Pathway Design Controls Section and the Public Open Space Controls Section of the  
24 Design for Development.  
25

1  
2 Notwithstanding any other provisions of this Section, the Planning Director may  
3 refer a proposed Modification, even if not otherwise classified as a Major Modification, to the Planning  
4 Commission as a Major Modification if the Planning Director determines that the proposed  
5 modification does not meet the intent of the standards set forth in the Design for Development. The  
6 Planning Commission may not impose conditions of approval that conflict with the Development  
7 Agreement.

8 (C) Minor Modifications. Any modification to the building standards of this  
9 Special Use District and contained in the Design for Development not considered a Major Modification  
10 pursuant to subsection (B) above shall be considered a Minor Modification. Except as permitted in  
11 accordance with subsection (B) above, a Minor Modification is not subject to review by the Planning  
12 Commission and may be approved by the Planning Director according to the procedures described in  
13 subsection 249.45(e)(11)(F).

14 (10) Development Phase Review and Approval. No application for an individual  
15 building project shall be approved unless it is consistent with and described in an approved  
16 Development Phase Application, as described in the Development Agreement. The Development Phase  
17 Approval process, as set forth in greater detail in the Development Agreement, is intended to ensure  
18 that all buildings within a phase as well as new infrastructure, utilities, open space and all other  
19 improvements promote the purpose of the Special Use District and meet the requirements of the Design  
20 for Development, the Open Space and Streetscape Master Plan, and the Infrastructure Master Plan.  
21 Each Development Phase Application shall include the design and construction of the appropriate  
22 adjacent and related street and public realm infrastructure, including implementation of all applicable  
23 mitigation measures, consistent with the Development Agreement, Design for Development, Open  
24 Space and Streetscape Master Plan, and any other supporting documents to the Development  
25

1 Agreement. Implementation of such improvements shall be subject to approval and review by the  
2 Planning Department and other relevant City agencies as set forth in the Development Agreement.

3 (11) Design Review and Approval. The design review process is intended to ensure that  
4 all new buildings within Zone 1, the public realm associated with each new building, and any  
5 community improvements exhibit high quality architectural design, promote the purpose of the Special  
6 Use District, and meet the requirements of the Design for Development and Open Space and  
7 Streetscape Master Plan. Design review by the Planning Department is required for the construction,  
8 expansion, or major alteration of or additions to all structures within this Special Use District, as well  
9 as construction of any parks over 1/2 acres in size that will not be acquired by the Recreation and  
10 Park Department

11 (A) Pre-application meeting. Prior to filing any site and/or building permit  
12 application, the project sponsor shall conduct a minimum of one pre-application meeting. The meeting  
13 shall be conducted at, or within a one-mile radius of, the project site, but otherwise subject to the  
14 Planning Department's pre-application meeting procedures, including but not limited to the submittal  
15 of required meeting documentation. A Planning Department representative shall attend such meeting.

16 (B) Staff Consistency Review. All site and/or building permit applications for  
17 construction of new buildings or major alterations of or major additions to existing structures  
18 ("Applications") within Zone 1 submitted to the Department of Building Inspection shall be forwarded  
19 to the Planning Department. The Planning Department shall review the applicable application to  
20 ensure consistency with this Special Use District, the Design for Development, and the Open Space and  
21 Streetscape Master Plan, and other relevant Planning Code requirements. Department staff's  
22 consistency review shall be completed within sixty (60) days of the Department's determination that the  
23 application is complete, including submission of such documents and materials as are necessary to  
24 determine such consistency, including site plans, sections, elevations, renderings, landscape plans and  
25 exterior material samples to illustrate the overall concept design of the proposed new buildings (or

1 major alterations or additions) and such other materials as may be necessary or appropriate given the  
2 permit, including any modifications, sought. Any submission must also identify its consistency with, or  
3 effect on, any phasing or other requirements relating to any Public or Community Improvements.

4 (C) Notification. After staff review described in section (B) above and no less  
5 than 30 days prior to Planning Director or Planning Commission action on an application, notice will  
6 be provided according to Section 312.

7 (D) Post-Application Meeting for Site and Building Permit Applications and  
8 Parks and Public Open Space Subject to Design Review. The following requirement ~~only applies to~~  
9 applications for site and/or building permits and parks or other public open space subject to design  
10 review and approval under this Subsection 249.45(e)(11). During the 30-day public review period  
11 under this Subsection 249.45(e)(11), members of the public may request a ~~the project sponsor-~~  
12 ~~shall hosted hold~~ a public meeting to be held on or proximate to the proposed project site. Such a  
13 meeting is only required if at least two members of the public submit such a request in writing  
14 to the Planning Department. If such a meeting is required, it shall take place after the close of  
15 the public review period and prior to any decision by the Planning Director, or Planning  
16 Commission if required, to approve such an application. ~~A representative from the Planning~~  
17 ~~Department shall attend any requested such meetings. Documentation that the meeting took place~~  
18 ~~shall be submitted to the Planning Department consistent with the Department's pre-application~~  
19 ~~meeting proof-of-meeting requirements and shall be kept with the project file. The Planning Director,~~  
20 ~~or Planning Commission if required, shall not approve a such a project prior to any such required~~  
21 ~~meeting.~~

22 (E) Staff Report. Upon completion of staff consistency review, staff will issue a  
23 Staff Report to the Planning Director describing consistency of the proposed project with this Special  
24 Use District, the Design for Development, and the Open Space and Streetscape Master Plan, and other  
25 relevant Planning Code requirements, and stating a recommendation on any modifications, if any.

1 being sought. Such Staff Report shall be delivered to the applicant no less than 10 days prior to  
2 Planning Director action on any application, including any Modification, and shall be kept on file for  
3 public review.

4 (F) Director Determination. The Planning Director's approval or disapproval  
5 of any such Application, along with any Minor Modification if applicable, shall be limited to a  
6 determination of its compliance with this Section, the Design for Development, and the Open Space and  
7 Streetscape Master Plan, as applicable. If the project is consistent with the quantitative standards set  
8 forth in the Special Use District, the Design for Development, the Open Space and Streetscape Master  
9 Plan, and the Infrastructure Plan, the Planning Director's discretion to approve or disapprove the  
10 project shall be limited to the project's consistency with the Design for Development and the General  
11 Plan. Prior to making a decision, the Planning Director, in his or her sole discretion, may seek  
12 comment and guidance from the public and Planning Commission on the design of the project,  
13 including the granting of any Minor Modifications, in accordance with the procedures of subsection  
14 (G)(ii) below.

15 (G) Approvals and Public Hearings.

16 (i) Except for projects seeking a Major Modification, the Planning  
17 Director may approve or disapprove the project design and any Minor Modifications based on its  
18 compliance with this Special Use District, the Design for Development, and the Open Space and  
19 Streetscape Master Plan.

20 (ii) Projects Seeking Major Modifications. The Planning Commission  
21 shall hold a public hearing for all projects seeking one or more Major Modifications and for any  
22 project seeking one or more Minor Modifications that the Planning Director, in his or her sole  
23 discretion, refers to the Commission. The Planning Commission shall consider all comments from the  
24 public and the recommendations of the staff report and the Planning Director in making a decision to  
25 approve or disapprove the project design, including the granting of any Major or Minor Modifications.

1 (iii) Notice of Hearings. Notice of hearings required by subsection (ii)  
2 above shall be provided as follows: by mail not less than 10 days prior to the date of the hearing to the  
3 project applicant, to property owners and occupants within 300 feet of the exterior boundaries of the  
4 property that is the subject of the application, using for this purpose the names and addresses as shown  
5 on the citywide assessment roll in the Office of the Tax Collector, and to any person who has requested  
6 such notice; and by posting on the subject property at least 10 days prior to the date of the hearing.

7 (12) Design Review and Approval of Community Improvements. To ensure that any  
8 Community Improvements (as defined in the Development Agreement) meet the Design for  
9 Development, the Open Space and Streetscape Master Plan, and the Infrastructure Plan requirements  
10 an application for design review shall be submitted to the Planning Department and design review  
11 approval granted by the Planning Director, or the Planning Commission if required, consistent with  
12 the Development Agreement before any separate permits are obtained for the construction of any  
13 Community Improvement within or adjacent to the Special Use District.

14 (13) Discretionary Review. No requests for discretionary review shall be accepted by  
15 the Planning Department or heard by the Planning Commission for projects within Zone 1.

16 (14) Appeal and Decision on Appeal. The decision of the Planning Director to grant or  
17 deny any project, including any Minor Modification, or of the Planning Commission to grant or deny  
18 any Major Modification, may be appealed to the Board of Appeals by any person aggrieved within 15  
19 days after the date of the decision by filing a written notice of appeal with that body. A decision of the  
20 Planning Commission with respect to a Conditional Use may be appealed to the Board of Supervisors  
21 in the same manner as set forth in Section 308.1.

22  
23 Section 3. The San Francisco Planning Code is hereby amended by amending  
24 Sectional Map ZN10 of the Zoning Map of the City and County of San Francisco, as follows:  
25

Description of Property	Use Districts to be Superseded	Use Districts Hereby Approved
Assessor's Block 5087, Lots 003, <u>and</u> 003A, <del>004</del> , and 005; Assessor's Block 5099, Lot 014; Assessor's Block 5100, Lots 002, 003, and 010; Assessor's Block 5101, Lots 006 and 007; Assessor's Block 5102, Lot 009 and 010; Assessor's Block 5107, Lot 001 and their successor Blocks and Lots.	M-1, M-2	MUG

Section 4. The San Francisco Planning Code is hereby amended by amending Sectional Map HT10 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Height and Bulk Districts to be Superseded	Height and Bulk Districts Hereby Approved
Assessor's Block 5087, Lots 003, <u>and</u> 003A, <del>004</del> , and 005; Assessor's Block 5099, Lot 014; Assessor's Block 5100, Lots 002, 003, and	40-X	See Figure 1, Height and Bulk Districts, on file with the Clerk of the Board of Supervisors in File No. 140445 and incorporated

<p>1 010; Assessor's Block 5101,  2 Lots 006 and 007;  3 Assessor's Block 5102, Lot  4 009 and 010; Assessor's  5 Block 5107, Lot 001 and  6 their successor Blocks and  7 Lots.</p>		<p>incorporated herein by  reference, for the  configuration of the following  new height and bulk  districts: 57-X, 68-X, 76-X,  86-X</p>
--	--	--

8

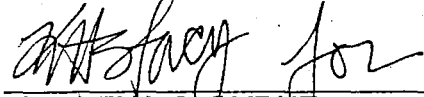
9 Section 5. Effective Date. This ordinance shall become effective 30 days after  
10 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the  
11 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board  
12 of Supervisors overrides the Mayor's veto of the ordinance.

13

14 Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
15 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
16 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
17 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
18 additions, and Board amendment deletions in accordance with the "Note" that appears under  
19 the official title of the ordinance.

20

21 APPROVED AS TO FORM:  
22 DENNIS J. HERRERA, City Attorney

23 By:   
24 MARLENA G. BYRNE  
Deputy City Attorney

25 n:\speclas2014\1300180\00938039.docx





# SAN FRANCISCO PLANNING DEPARTMENT

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June 16<sup>th</sup>, 2014

Ms. Angela Calvillo, Clerk  
Board of Supervisors  
City and County of San Francisco  
City Hall, Room 244  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

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415.558.6378

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Planning  
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415.558.6377

Re: Transmittal of Planning Department Case Number 2006.1308EMTZW  
Visitacion Valley/Schlage Lock Development Program  
BOS File No: \_\_\_\_\_ (pending)  
Planning Commission Recommendation: *Approval with Modifications*

Dear Ms. Calvillo,

On June, 5<sup>th</sup> 2014 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances for Planning Code and Zoning Map Amendments and for a Development Agreement associated with the Schlage Lock Development Program. The Ordinance to amend the General Plan, and associated Planning Commission Resolutions, was transmitted under separate cover on June 9<sup>th</sup>, 2014.

The proposed Ordinances under this transmittal include the following amendments:

#### Planning Code Amendments

Update Planning Code Section 249.45 - the "Visitacion Valley/Schlage Lock Special Use District, which would:

- allow for the development of 1,679 housing units and up to 46,700 square feet of retail;
- establish key controls that supersede the underlying zoning such as parking, and prohibiting and allowing certain uses;
- establish that development in the SUD is regulated by the *Visitacion Valley/Schlage Lock Design for Development* document and the *Open Space and Streetscape Master Plan* as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD;
- establish a process for phase and project design review, approval and the consideration of modifications to the controls of the SUD and the *Design for Development Controls and Guidelines*, including public notification and hearings; and
- sunset the 2009 Redevelopment Plan

#### Zoning Map Amendments

- Amend Z10 to designate the new Mixed Use General (MUG) zoning for Zone 1 (parcels owned by the project sponsor in the Schlage Lock site,) of the project site; and
- Amend Zoning Map HT10 to reclassify the height limits within the project site according to the proposed project.

[www.sfplanning.org](http://www.sfplanning.org)



Key provisions of the Development Agreement (DA) include:

- 15 year term
- Vested right to develop for the term of the DA
- Requirement to commence Phase 1 within a specified time period
- Requirement that Phase 1 include a full-service grocery store
- Requirement that Developer provide the following key community benefits
  - 15% Inclusionary Housing with most or all on-site
  - Parks
  - New streets and sidewalks designed to a high standard, including pedestrian connectivity from the Visitacion Valley neighborhood to the Bayshore Caltrain station
  - Complete restoration of the Historic Office Building on the site with at least 25% of space devoted to community-oriented uses
  - Payment of Visitacion Valley Community Facilities and Infrastructure Fee
  - Payment of a "Transportation Fee Obligation" on all uses (notably residential) not currently subject to the Transportation Development Impact Fee (TIDF)
- In recognition of the loss of almost \$50 million in tax increment subsidy to the project with the demise of Redevelopment, the DA includes the following forms of public subsidy:
  - \$2.9 million in-kind credit on Visitacion Valley Community Facilities and Infrastructure Fee, in recognition that the project is providing open space and restoring the historic Office Building
  - \$5.3 million in-kind credit against the Transportation Fee Obligation in recognition that the project is providing a variety of major improvements to the street and pedestrian network
  - Acquisition by the Department of Recreation and Parks of one or two of the project's open spaces (still under negotiation)
  - \$1.5 million in Transportation support funding subsidy from MTA
  - \$2 million in Proposition K funds from the Transportation Authority

The Visitacion Valley/Schlage Lock Project is also accompanied by and implemented through four additional documents to guide future development at the Schlage site: *the Visitacion Valley/Schlage Lock Design for Development*, *the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan*, *the Visitacion Valley/Schlage Lock Infrastructure Plan* (exhibit to the DA), and a *Transportation Demand Management Plan* (exhibit to the DA).

The Planning Commission certified the Final Environmental Impact Report (EIR) for the Project on December 18, 2008, through Motion No. 17790. The Planning Department published an EIR Addendum on May 29<sup>th</sup>, 2014 and on June 5, 2014 the Planning Commission adopted CEQA findings related to the project.

At the June 5<sup>th</sup> hearing, the Commission voted to recommend approval with proposed modifications of the proposed Ordinances, accompanying Plan documents, and draft Development Agreement. Please find attached documents relating to the Commission's action.

Subsequent to the Commission's action, the City continued negotiations with the Project Sponsor to revise the draft Development Agreement consistent with the Commission's resolution which

authorized the Planning Director to "take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the SF Municipal Transportation Agency Board, the SF Public Utilities Commission and the Board of Supervisors, provided that such changes do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement."

Since the Development Agreement will be presented and approved by various other City boards and commissions, including the Public Utilities Commission, the Recreation and Parks Commission, the County Transportation Authority Board, and the San Francisco Municipal Transportation Agency Board, and these policy bodies may make subsequent changes, the final Development Agreement will be added to the file at the conclusion of these approvals and before the Board of Supervisors takes its action.

If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



John Rahaim  
Planning Director

cc:

Ken Rich, Office of Workforce and Economic Development  
Supervisor Malia Cohen

Attachments:

Planning Commission Executive Summary for Case No. 2006.1308EMTZW  
Planning Commission Development Agreement Resolution No. 19164  
Planning Commission Text, Map, and General Plan Amendments Resolution No. 19163  
with/CEQA findings exhibits  
Addendum to the Environmental Impact Report  
Draft Ordinance: Planning Code and Zoning Map Amendments  
Draft Ordinance: Development Agreement  
Visitation Valley/Schlage Lock Guiding Documents: Design for Development, Open Space &  
Streetscape Master Plan



# SAN FRANCISCO PLANNING DEPARTMENT

## Executive Summary Initiation of Planning Code, Zoning Map, and General Plan Amendments

HEARING DATE: MAY 8, 2014

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

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415.558.6409

Planning  
Information:  
415.558.6377

*Date:* May 1, 2014  
*Case No.:* 2006.1308EMTZ  
*Project Address:* Visitacion Valley/Schlage Lock  
*Zoning:* M-1  
*Proposed Zoning:* Visitacion Valley Special Use District  
*Height/Bulk:* 40-X & 55-X  
*Block/Lot No.'s:* AB 5066B / 003, 004, 004a, 005, 006, 007, 008, 009; AB 5087/003, 003a, 004, 005; AB 5099/014; AB 5100/ 002, 003,007,010 AB 5101/006, 007; AB 5102 / 009, 010; AB 5107/001, 003, 004, 005; AB 6233/048, 055; AB 6248/002, 045; AB 6249/001, 002, 002A, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036; AB 6308/001, 001a, 001d, 002, 002b, 003; 6309B/001, 002, 018.  
*Staff Contact:* Claudia Flores – (415) 558-6473 [Claudia.Flores@sfgov.org](mailto:Claudia.Flores@sfgov.org)  
*Reviewed by:* Joshua Switzky – (415) 558-6815 [Joshua.Switzky@sfgov.org](mailto:Joshua.Switzky@sfgov.org)  
*Recommendation:* Initiate Amendments to the General Plan.

### INTRODUCTION

The Planning Department, in collaboration with the Office of Economic and Workforce Development, and several other City agencies, presents the amendments and updates to the *Visitacion Valley / Schlage Lock Development Project*. This represents the culmination of many years of collaboration with Universal Paragon Corporation, the property owner and project sponsor, as well as with Visitacion Valley residents, business owners, workers and stakeholders, towards a plan for reuse of the long-vacant Schlage Lock site into a vibrant, transit-oriented mixed use development that will be model of sustainability. The plan calls for the creation of 1,679 new residential units, a mid-sized grocery store, and other ground floor neighborhood retail on the Schlage site. Of particular note is that in addition to the 15% affordable housing requirement, all of the market-rate units developed on the site are also expected to be affordable to middle income families based on the prevailing market affordability of the neighborhood. It also includes three new neighborhood parks of different sizes, the extension of the Visitacion Valley street grid throughout the Schlage Lock property, and integrates the commercial backbone of the community, Leland Avenue, into the site.

The draft Resolution and action before the Planning Commission is for initiation of amendments to the General Plan. The Initiation Package is intended to provide the Commission with all the documentation necessary to initiate the necessary amendments to implement the Visitacion Valley / Schlage Lock Development Program. Initiation does not involve a decision on the substance of the amendments; it

merely begins the required notice period, after which the Commission may hold a hearing and take action on the proposed amendments and related actions.

The proposed General Plan Amendments pertaining to this initiation hearing are part of a larger package of changes that will be presented to the Planning Commission for approval at a future public hearing. At such hearing, the Planning Commission will consider the General Plan amendments as well as related Planning Code and Zoning Map Amendments, the Development Agreement, the Design for Development, the Open Space and Streetscape Master Plan as well as an Infrastructure Master Plan and a Transportation Demand Management Plan. The Mayor and Supervisor Cohen introduced the related components to the Board of Supervisors on Tuesday, April 29 2014. No initiation action is required for the other actions related to approving the project, ; any actions related to CEQA will follow at the time of approvals.

### **REQUIRED COMMISSION ACTIONS AT THIS HEARING**

The following actions are requested from the Commission at this hearing:

- 1) **Approve resolution initiating amendments to the General Plan.** By formally initiating the process of making amendments to the General Plan the Commission directs staff to begin a required 20-day notice period and to calendar an approval hearing after the required 20-day period has run. Notice of the approval hearing will be published in the newspaper and mailed to residents and property owners within 300 feet of all exterior boundaries of the planning area, as required by section 306.3 of the Planning Code. Please note that by initiating these amendments today, the Commission does not make any decision regarding the substance of the proposals. It retains full rights to accept, reject or modify any and all parts of the proposed ordinance and the Visitacion Valley / Schlage Lock proposals at such future hearing.
- 2) **Calendar the proposed hearing date for approval and adoption.** Staff proposes that the date for final approval and adoption of amendments and related actions be set for June 5, 2014, as a regular calendar item. The project requires presentations at several City Commissions, Committees and Boards and it is critical the project meets this date.
- 3) **Review the requested future commission actions.** In order to develop the Schlage Lock site and plan for other improvements to the Visitacion Valley neighborhood, the Planning Commission will be asked to consider a number of actions at the hearing on June 5<sup>th</sup>. Requested future actions that the Planning Commission must consider are described further at the end of this case report.

### **PROJECT BACKGROUND**

The Schlage Lock Company operated from the 1920's to 1974 and it was one of the City's largest employers. The Ingersoll Rand Corporation acquired the Schlage Lock Company in 1974 and operated the plant until 1999, when it closed down the plant and relocated manufacturing operations. The 20 acre site has been vacant since 1999. After Home Depot proposed to develop a retail store on the vacant Schlage site in 2000- a proposal that met with community opposition - the Board of Supervisors imposed interim zoning controls, sponsored by then Supervisor Sophie Maxwell, on the site to encourage the long-term planning of the site. Residents of Visitacion Valley then partnered with City

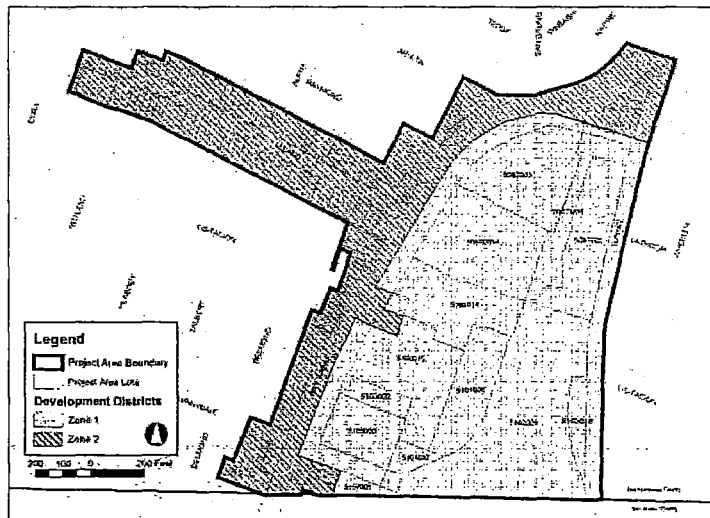
agencies and the Universal Paragon Corporation to develop a plan for the reuse and revitalization of this critical site in their community. Several years of analysis and an extensive community planning process concluded in 2009 with the adoption of a Redevelopment Plan, zoning changes and a detailed Design for Development to guide change on the site. Since City adoption of the Plan, the former Visitation Valley Citizens Advisory Committee (CAC) had continued to meet to discuss and comment on various aspects of the Plan's implementation and to provide comments to the project sponsor as it continued to implement the plans for the Schlage Lock site.

However, the demise of Redevelopment Agency in early 2012, and the loss of public funding that accompanied it, required reopening the plans for the site. City staff, along with the project sponsor, re-initiated efforts to move transformation of Schlage forward beginning with a community meeting on October 13<sup>th</sup> 2012. The Planning Department partnered with the Mayor's Office of Economic and Workforce Development and the community to evaluate the project's feasibility, to look at tools which can help move the project forward, and to make the necessary legislative changes to foster the site's transformation. The proposed amendments to the 2009 documents and the new Development Agreement are the results of that effort.

### Project Location / Present Use

The Visitation Valley/Schlage Lock site is located in the southeast quadrant of San Francisco, immediately north of the San Francisco / San Mateo County Line and the City of Brisbane in San Mateo County. To the west of the Special Use District, are McLaren Park, the Sunnyvale HOPE-SF site and the Excelsior and Crocker Amazon districts; to the east of the site lie Highway 101, Little Hollywood, Executive Park, Candlestick and Bayview Hunters Point neighborhoods; and the Bayshore Caltrain station lies near the Southeast corner of the site. The 20-acre site is currently zoned M-1 (Industrial) District and 40-X Height and Bulk Districts. Demolition of the Schlage factory buildings has taken place. With the exception of the old office building and plaza at Bayshore Boulevard and Blanken Avenue, the site is currently vacant. Since 2009 the entire site has undergone active groundwater and soil vapor remediation due to its former industrial use.

The Special Use District (SUD) includes two zones: Zone 1, composed of the Schlage Lock industrial site, located at the southern border of San Francisco where Bayshore Boulevard converges with Tunnel Avenue; and Zone 2, composed of the segments of the west side of Bayshore Boulevard and the existing Leland Avenue adjacent to the Schlage Lock site.



## PROPOSAL: AMENDMENTS TO THE ADOPTED 2009 PLAN & IMPLEMENTING DOCUMENTS

The proposed Amendments would:

(1) **Amend the Planning Code** (introduced by the Mayor and the Board) to:

- Update Planning Code Section 249.45 - the "Visitacion Valley/Schlage Lock Special Use District, which would:
  - allow for the development of 1,679 housing units and up to 46,700 square feet of new retail;
  - establish key controls that supersede the underlying zoning such as parking, and prohibiting and allowing certain uses;
  - establish that development in the SUD is regulated by the *Visitacion Valley/Schlage Lock Design for Development* document and the *Open Space and Streetscape Master Plan* as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD;
  - establish a process for phase and project design review, approval and the consideration of modifications to the controls of the SUD and the *Design for Development Controls and Guidelines*, including public notification and hearings; and
  - sunset the 2009 Redevelopment Plan

(2) **Amend the Zoning Maps** (introduced by the Mayor and the Board) as follows:

- Amend Z10 to designate the new Mixed Use General (MUG) zoning for Zone 2 (the Schlage Lock site) of the project site; and
- Amend Zoning Map HT10 to reclassify the height limits within the project site according to the proposed project.

(3) **Amend the General Plan** as follows

- Urban Design Element map - Urban Design Guidelines for Height of Buildings (Map 4) and Urban Design Guidelines for Bulk of Buildings (Map 5) to reference the Visitacion Valley/Schlage Lock Special Use District replacing the references to the 2009 Redevelopment Area Plan;
- Commerce and Industry Element maps - Generalized Commercial and Industrial Land Use Plan (Map 1), Generalized Commercial & Industrial Density Plan (Map 2), Residential Service Areas of Neighborhood Commercial Districts and Uses (Map 4), and Generalized Neighborhood Commercial Land Use and Density Plan (Map 5) to replacing the references to the 2009 Redevelopment Area Plan and instead reference the Visitacion Valley/Schlage Lock Special Use District.
- Transportation Element map - Vehicular Street Map (Map 6) to replace references to the Redevelopment Area Plan and instead reference the Special Use District.

The Visitacion Valley/Schlage Lock Project also necessitates approval by the Planning Commission and the Board of Supervisors of a Development Agreement, accompanied by and implemented through four additional documents to guide future development at the Schlage site: *the Visitacion Valley/Schlage Lock Design for Development*, *the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan*, *the Visitacion Valley/Schlage Lock Infrastructure Plan*, and a *Transportation Demand Management Plan*.



- **The Design for Development (D4D)** provides a design framework for transforming the Schlage Lock site into a walkable neighborhood and for creating strong connections to the existing Visitation Valley community. It prescribes controls for land use and urban design controls and guidelines for open spaces, streets, blocks and individual buildings. The design guidelines also apply to Zone 2 of the SUD.
- **The 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.
- **The Infrastructure Plan** establishes an outline for anticipated site-wide improvements to all street and public rights-of-way, underground utilities, and grading.
- **The 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..
- **The Development Agreement** establishes the terms and responsibilities for the development of the Schlage Lock Site and provision of community benefits.

The project proposes to construct up to 1,679 new residential units, provide new commercial and retail services, provide new open spaces, new infrastructure an within the development site to be built in a phases. New buildings on the site would range in height from 57 feet to 86 feet.

As envisioned and planned in the original Plan, neighborhood-serving retail would be constructed as part of the proposed Project and concentrated near the extension of Leland Avenue and close to Bayshore, along which the T-Third rail line runs. Each block surrounds or is within ¼ mile of a planned open space. A new grocery store, new streets, infrastructure and other amenities (e.g. sustainable features, pedestrian improvements.) would also be provided on the Project Site. Infrastructure improvements would include the installation of sustainable features, such storm water management. The project sponsor is required to provide two publicly accessible open spaces. A third park, on an adjacent site owned by the Peninsula Corridor Joint Powers Board (Caltrain), is also planned. In addition to these new parks, the Project would provide significant additional open space in the form of private or semi-private open space areas such as outdoor courtyards, roof decks, and balconies.

As noted, the documents before the Commission are not a new Plan or wholesale revisions. The amendments build on the existing 2009 plans to ensure feasibility while maintaining livability to make sure that the 20-acre site is revitalized comprehensively. The site plan and guiding documents have been revised in the following ways:

ISSUE	CHANGE
Increased heights	From 45'-85' to 55'-86'.
Increased density	From 1,250 units to 1,679 units.
Modified parks location	See map exhibit 4 – to accommodate a phase 1

Reduced commercial square footage	Reduced from 105,000 square feet to 46,700 square feet.
Updated design controls and building standards	Amended to account for new location of parks and taller heights on the site, as well refined design controls, such as required ground floor frontages, setbacks and massing breaks to deliver high-quality urban design and livability while ensuring project feasibility
Adjusted parking	Increased parking allowance on the grocery use to ensure its success; and flexibility to provide car-share on-street or near key uses such as transit nodes and retail.
Proposed new zoning	<p>Proposed to rezone to Mixed Use General zoning from industrial/M-1 to make the zoning consistent with the planned uses for a mixed-use, primarily housing development.</p> <p>Proposed review process for formula retail, including public review, to attract anchor retail tenants; and to support the success of new retail and of the existing Leland neighborhood-commercial corridor.</p>
Proposed review processes and ongoing community participation	<p>Proposed process for phase and project design review, approval, and consideration of modifications to the controls of the SUD and the <i>Design for Development Controls and Guidelines</i> including public notification and hearings.</p> <p>Ongoing community input and participation through:</p> <ul style="list-style-type: none"> <li>• pre- and post-application meetings in Visitacion Valley for phase applications;</li> <li>• pre-application meetings in Visitacion Valley and notification/comment period for building permits;</li> <li>• annual meeting in Visitacion Valley to program impact fees and for project sponsor to deliver progress report.</li> <li>• post-application meeting for design review of two parks, to demonstrate incorporation of community feedback into park designs</li> </ul>
Completed related documents / actions	<ul style="list-style-type: none"> <li>• General Plan, Planning Code and Zoning Map Amendments</li> <li>• Development Agreement</li> <li>• Transportation Demand Management Plan</li> <li>• Final Open Space and Streetscape Master Plan</li> <li>• Final Infrastructure Master Plan</li> <li>• Revised Design for Development document</li> </ul>

### Key Terms of the Development Agreement

The Project is being reviewed for approval through a Development Agreement (DA) by and between the City and County of San Francisco and Visitacion Valley LLC. The Development Agreement is a contract between the City and the Developer that provides greater security and flexibility to both the City and Developer, and results in greater public benefits in exchange for certainty. Development Agreements are typically used for large-scale projects with substantial infrastructure investment and multi-phase build outs. The draft Development Agreement is attached and a detailed summary of the DA will be distributed to the Commission under separate cover. A list of key provisions is below:

- 15 year term
- Vested right to develop for the term of the DA
- Requirement to commence Phase 1 within a specified time period
- Requirement that Phase 1 include a full-service grocery store
- Requirement that Developer provide the following key community benefits
  - 15% Inclusionary Housing with most or all on-site (100% of housing on this site, including the market-rate units, is expected to be affordable to middle income families based on the prevailing market affordability of the neighborhood.)
  - Parks
  - New streets and sidewalks designed to a high standard, including pedestrian connectivity from the Visitacion Valley neighborhood to the Bayshore Caltrain station.
  - Complete restoration of the Historic Office Building on the site with at least 25% of space devoted to community-oriented uses
  - Payment of Visitacion Valley Community Facilities and Infrastructure Fee
  - Payment of a "Transportation Fee Obligation" on all uses (notably residential) not currently subject to the Transportation Development Impact Fee (TIDF).
- In recognition of the loss of almost \$50 million in tax increment subsidy to the project with the demise of Redevelopment, the DA includes the following forms of public subsidy to the project:
  - \$2.9 million in-kind credit on Visitacion Valley Community Facilities and Infrastructure Fee, in recognition that the project is providing open space and restoring the historic Office Building

- \$5.3 million in-kind credit against the Transportation Fee Obligation in recognition that the project is providing a variety of major improvements to the street and pedestrian network
- Acquisition by the Department of Recreation and Parks of one or two of the project's open spaces (still under negotiation).
- \$1.5 million in Transportation support funding subsidy from MTA
- \$2 million in Proposition K funds from the Transportation Authority

**ENVIRONMENTAL REVIEW**

The proposed resolution to initiate amendments to the General Plan has been determined not to be a project under the California Environmental Quality Act (CEQA) Section 15378(b)(5) of the CEQA Guidelines.

On December 18, 2008, the Planning Commission and the former San Francisco Redevelopment Commission certified the Final Environmental Impact Report (FEIR) for the Project. At that time the Commission adopted CEQA findings and mitigations. As a result of the changes to the site plan, an Addendum was prepared to analyze the potential impacts. The Addendum concludes that, since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the EIR. The Modified Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. All necessary CEQA findings and documents will be available in the Department's case reports for hearings where action on the project will be taken.

**HEARING NOTIFICATION REQUIREMENTS (FOR PROPOSED APPROVALS HEARING)**

On or after June 5<sup>th</sup> 2014, the Planning Commission will take an action to recommend approval to the Board on the proposed amendments. Below are the notification requirements for such action:

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	May 15	May 14	22 days
Posted Notice	N/A	N/A	N/A	N/A
Mailed Notice	10 days	June 24	May 14	22 days

**PUBLIC OUTREACH & ENGAGEMENT**

The 2014 revisions to the *Design for Development* are the result of an extensive public engagement process. A series of focused public workshops was held 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 vision. Planning Department staff led the public process in collaboration with staff from the Office of Economic Development, and the project sponsor. Other City departments also participated in the public meetings. A list of the topics of the four major public meetings is provided below.

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

It should be noted that public engagement will continue. Implementation of the specific phases of development and public improvements are subject to additional community review, including pre-application and post-application meetings, official notification, annual meetings by the City to program the impact fees collected, and annual progress reports by the developer as specified by the Special Use District and described in the DA and D4D.

### **BASIS FOR RECOMMENDATION**

The Department believes the Commission should initiate the amendments to the Planning Code, Zoning Maps and General Plan necessary to implement the Visitacion Valley/Schlage Lock Project so that the project may move forward after many years of planning, and so that it may recommend approval or disapproval of the Ordinances to the Board of Supervisors at a future hearing.

<b>RECOMMENDATION:</b>	<b>Approval to Initiate the General Plan Amendments</b>
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#### **Exhibits:**

- Exhibit 1 - Draft Initiation Resolution
- Exhibit 2 - Draft Ordinance to Amend the General Plan
- Exhibit 3 - Draft Mayor and Board Resolution Urging the Planning Commission to Initiate and Consider Amendments to the General Plan
- Exhibit 4 - Revised Park locations map
- Exhibit 5 - Draft Ordinance to Approve Development Agreement
- Exhibit 6 - Development Agreement
- Exhibit 7 - Draft Ordinance to Amend the Planning Code and the Zoning Map
- Exhibit 8 - Visitacion Valley/Schlage Lock Design for Development
- Exhibit 9 - Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan
- Exhibit 10 - Visitacion Valley/Schlage Lock Infrastructure Plan (*forthcoming*)
- Exhibit 11 - Visitacion Valley/Schlage Lock Transportation Demand Management Plan (included as Exhibit J to the Development Agreement)



# SAN FRANCISCO PLANNING DEPARTMENT

## Executive Summary Amendments to the Planning Code, Zoning Maps, and General Plan, and Approval of a Development Agreement HEARING DATE: JUNE 5, 2014

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*Date:* May 29, 2014  
*Case No.:* 2006.1308EMTZW  
*Project Address:* Visitacion Valley/Schlage Lock  
*Zoning:* M-1, Visitacion Valley Special Use District  
*Proposed Zoning:* MUG, Visitacion Valley Special Use District  
*Height/Bulk:* 40-X & 55-X  
*Proposed Height:* Varies 45-X to 85-X  
*Block/Lot No.'s:* AB 5066B / 003, 004, 004a, 005, 006, 007, 008, 009; AB 5087/003, 003a, 004, 005; AB 5099/014; AB 5100/ 002, 003,007,010 AB 5101/006, 007; AB 5102 / 009, 010; AB 5107/001, 003, 004, 005; AB 6233/048, 055; AB 6248/002, 045; AB 6249/001, 002, 002A, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036; AB 6308/001, 001a, 001d, 002, 002b, 003; 6309B/001, 002, 018.  
*Staff Contact:* Claudia Flores – (415) 558-6473 [Claudia.Flores@sfgov.org](mailto:Claudia.Flores@sfgov.org)  
*Reviewed by:* Joshua Switzky – (415) 558-6815 [Joshua.Switzky@sfgov.org](mailto:Joshua.Switzky@sfgov.org)  
*Recommendation:* Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents with proposed modifications.

### INTRODUCTION

On May 8, 2014 the Planning Commission adopted a Resolution to Initiate amendments to the City's General Plan. The Mayor and Supervisor Cohen introduced related components – a Development Agreement Ordinance, a Planning Code and Zoning Map Ordinance and relevant documents incorporated by reference - to the Board of Supervisors on Tuesday, April 29, 2014 and referred them to the Commission. The proposed amendments that are the subject of today's approval actions regarding the Schlage Lock Project were contained in an Initiation Package and presented to the Commission at the Initiation Hearing as well as made available to the public one week in advance of that hearing. The Initiation Package provided the Commission with all the documentation necessary to take action at this approval hearing on the proposed amendments and related actions that are necessary to implement the Visitacion Valley / Schlage Lock Development Program.

Subsequent to the Commission's May 8<sup>th</sup> initiation action, notice of the approval hearing was published and mailed to all affected property owners and tenants, as required by the Planning Code.

The Planning Commission is considering the General Plan amendments as well as related Planning Code and Zoning Map Amendments, approval of the Development Agreement, the Design for

Development, the Open Space and Streetscape Master Plan, Infrastructure Master Plan and a Transportation Demand Management Plan.

This case report includes the following key sections: 1) A summary of the actions the Commission is considering at this hearing; and 2) a list of all substantive changes, some of which are in response to input from the Commission and the public received since that hearing, to the May 8, 2014 Initiation Packet materials.

Attached to this report are also draft approval resolutions and documents not previously included in the May 8, 2014 Initiation Package.

## **AMENDMENTS & APPROVALS**

The proposed amendments and approval actions would:

(1) Amend the Planning Code (introduced by the Mayor and the Board) to:

- Update Planning Code Section 249.45 - the "Visitacion Valley/Schlage Lock Special Use District, which would:
  - allow for the development of 1,679 housing units and up to 46,700 square feet of new retail;
  - establish key controls that supersede the underlying zoning such as parking, and prohibiting and allowing certain uses;
  - establish that development in the SUD is regulated by the *Visitacion Valley/Schlage Lock Design for Development* document and the *Open Space and Streetscape Master Plan* as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD;
  - establish a process for phase and project design review, approval and the consideration of modifications to the controls of the SUD and the *Design for Development Controls and Guidelines*, including public notification and hearings; and
  - sunset the 2009 Redevelopment Plan

(2) Amend the Zoning Maps (introduced by the Mayor and the Board) as follows:

- Amend Z10 to designate the new Mixed Use General (MUG) zoning for Zone 1 (the Schlage Lock site) of the project site; and
- Amend Zoning Map HT10 to reclassify the height limits within the project site according to the proposed project.

(3) Amend the General Plan as follows:

- Urban Design Element map - Urban Design Guidelines for Height of Buildings (Map 4) and Urban Design Guidelines for Bulk of Buildings (Map 5) to reference the Visitacion Valley/Schlage Lock Special Use District replacing the references to the 2009 Redevelopment Area Plan;
- Commerce and Industry Element maps - Generalized Commercial and Industrial Land Use Plan (Map 1), Generalized Commercial & Industrial Density Plan (Map 2), Residential Service Areas of Neighborhood Commercial Districts and Uses (Map 4), and Generalized Neighborhood Commercial Land Use and Density Plan (Map 5) to replacing the references to

the 2009 Redevelopment Area Plan and instead reference the Visitacion Valley/Schlage Lock Special Use District.

- Transportation Element map - Vehicular Street Map (Map 6) to replace references to the Redevelopment Area Plan and instead reference the Special Use District.
- Land Use Index – conforming amendments.

(4) Make environmental findings, Planning Code Section 302 findings and findings of consistency with the General Plan and the Priority Policies of the Planning Code Section 101.1.

(5) The Visitacion Valley/Schlage Lock Project also necessitates **approval of a Development Agreement** by the Planning Commission and the Board of Supervisors, (6) accompanied by and implemented through four additional documents to guide future development at the Schlage site: *the Visitacion Valley/Schlage Lock Design for Development, the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan, the Visitacion Valley/Schlage Lock Infrastructure Plan, and a Transportation Demand Management Plan.*

#### **The Way It Is Now:**

The existing Visitacion Valley/Schlage Lock Special Use District references the Redevelopment Plan and the 2009 Design for Development Document. The loss of Redevelopment necessitates revisions to the adopted documents.

#### **The Way It Would Be:**

The proposed Ordinances would modify the General Plan, Planning Code and Zoning Maps to reference the updated and new documents and procedures to implement the Visitacion Valley/Schlage Lock Development Project; and would approve the Development Agreement – the contract which spells out the City's and Developer's obligations.

### **REQUIRED COMMISSION ACTIONS AT THIS HEARING**

The following actions are requested from the Commission at this hearing:

1. Adopt a resolution recommending approval with modification to the Board of Supervisors of the Schlage Lock Development Project Development Agreement, in order to approve Schlage Lock's Development Program.
2. Adopt a resolution recommending approval with modifications to the Board of Supervisors of the Ordinances amending the Planning Code, including the Zoning Maps, and the General Plan, and related implementation documents, in order to approve the Schlage Lock Development Program. Recommend modifications to the Ordinances as part of the Commission's resolution.



**ISSUES & CONSIDERATIONS: PROPOSED CHANGES SINCE INITIATION HEARING**

The following is an outline of the recommended substantive revisions to the Ordinances and supporting documents that are proposed for discussion by the Commission for recommendation to the Board based on Commission and public comments. All comments were thoroughly reviewed and considered by staff. Staff recommends the Commission recommend all the following substantive changes to the Ordinances and supporting documents as part of the Commission's resolution recommending approval to the Board. There are additional non-substantive technical and typographic corrections and clean up that are being made to the various related documents that do not necessitate action or discussion by the Commission.

Issue	Document	Change
Zoning and height changes	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Remove 2 parcels - The ordinance erroneously included 2 parcels owned by two property owners, other than the project sponsor, (specifically, Assessor's Blocks and Lots 5087-004 and 5087005) for rezoning to MUG and for height reclassification. Rezoning of those two parcels will trail, if appropriate, after discussions with the property owners. These properties are already located within the existing Special Use District.</li> </ul>
Post-application meeting requirement for parks	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Correct language: This is to be a required meeting not an optional one.</li> </ul>
Post-application meeting requirement for buildings/site permits	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Add language: Post-application meetings will also be required for building/site permit applications, not just Phase Applications.</li> </ul>
Design guideline for commercial signs	Design for Development	<ul style="list-style-type: none"> <li>Add a design guideline for retail signage to minimize size and number of signs and place them in locations that are compatible with the surrounding aesthetic and architecture.</li> </ul>
Accessibility of sidewalks	Open Space and Streetscape Master Plan	<ul style="list-style-type: none"> <li>Add language that design of sidewalks may be adjusted and will comply with City and ADA policy.</li> </ul>
Phase Application review	Development Agreement	<ul style="list-style-type: none"> <li>Section 3.4.4. (establishes the Phase Application review process) edit to specify time for staff review of applications and for post-application meetings, which should be required not optional.</li> </ul>

Issue	Document	Change
Permit Application review	Development Agreement	<ul style="list-style-type: none"> <li>Section 3.8.3 (establishes other City agency review for individual permit applications) edit to specify time for Recreation and Parks Department review of applications.</li> </ul>
City's contributions	Development Agreement	<ul style="list-style-type: none"> <li>Section 4.1 (Costa-Hawkins Rental Housing Act) add detail consisting of a list of the City's contributions to the Project.</li> </ul>
Publicly accessibility of parks in perpetuity	Development Agreement	<ul style="list-style-type: none"> <li>Section 6.15 (addresses the public accessibility of the parks) add a section to establish the project sponsor's obligation to record Notices of Special Restriction on the parks to ensure they will remain publicly accessible in perpetuity.</li> </ul>
Missing exhibits	Development Agreement	<p>Various exhibits were still incomplete in the initiation packet, these are now complete and include:</p> <ul style="list-style-type: none"> <li>- Exhibit C – List of Community Improvements</li> <li>- Exhibit G – Phase Application Checklist</li> <li>- Exhibit I – Mitigation Measures and MMRP</li> <li>- Exhibit L – Infrastructure Plan</li> <li>- Exhibit Q - Notice of Special Restrictions for Community Use Restrictions for Old Office Building</li> <li>- Exhibit R - Notice of Special Restrictions for Visitacion Park</li> <li>- Exhibit S – Notice of Special Restrictions for Leland Greenway Park</li> </ul>
Transportation Demand Management (TDM) Plan	Development Agreement	<ul style="list-style-type: none"> <li>Language was added to Exhibit J (TDM Plan) to require the transit pass contribution amount to be revised in line with the Consumer Price Index.</li> </ul>

In addition, while the DA is substantially complete there are items that City staff and the Developer are still negotiating and finalizing. The table below outlines those issues for discussion by the Commission. If the Commission agrees with the rough terms and potential changes, staff recommends the Commission recommend that the Board of Supervisors resolve all final terms as part of the Commission's resolution recommending Board approval.

Issue	Document	Change under consideration
Parcel mapping process; and infrastructure review, acceptance and city roles.	Development Agreement	- <b>Final DPW Roles &amp; Responsibilities</b> – Clarifying the parcel mapping process, clarifying the City’s responsibility with regard to temporary improvements that may be made during the early stages of development, laying out conditions for the City’s acceptance of infrastructure, and, spelling out the roles of various agencies in reviewing public improvements that fall under DPW’s permitting jurisdiction, including DPW’s powers with regard to public improvements that fall under DPW’s jurisdiction.
Cost Cap Fire Suppression System	Development Agreement	- <b>Cost Cap Fire Suppression System</b> – The final DA brought before the Board of Supervisors may include additional language that limits the developer’s cost obligation for an auxiliary or portable fire suppression system. SFPUC has engaged a technical consultant to study the expected cost of such a system, and SFPUC and the project sponsor expect to negotiate an appropriate cost cap based on the consultant’s findings.
Infrastructure Plan	Development Agreement	- <b>Exhibit L – Infrastructure Plan</b> – The project sponsor and SFPUC are still in conversation about the preferred order for future technical reviews that SFPUC will have to perform following the development agreement’s execution. The Infrastructure Plan may need to be revised slightly, depending on the agreement reach that SFPUC and the project sponsor reach.

Park Acquisition Terms (see attached memo with process and terms of acquisition)	Development Agreement	- Exhibit M - Park Acquisition - Negotiation is expected to be completed and terms finalized prior to the Board of Supervisors' consideration of the DA. The attached memo lays out scope and structure of the acquisition process and terms.
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**ENVIRONMENTAL REVIEW**

On December 18, 2008, the Planning Commission and the former San Francisco Redevelopment Commission certified the Final Environmental Impact Report (FEIR) for the Project. At that time the Commission adopted CEQA findings and mitigations. As a result of the changes to the site plan, an Addendum was prepared to analyze the potential impacts. The Addendum concludes that, since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the EIR. The Modified Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR.

As part of the Addendum drafting process, the Planning Department consulted with San Francisco Municipal Transportation Agency ("SFMTA") who determined that certain mitigation measures identified in the FEIR are not feasible as proposed and that no other feasible mitigation measures are available to address certain identified significant impacts. This determination is set forth in a letter from Frank Markowitz, SFMTA, to Andrea Contreras, Planning Department, dated March 28, 2014. The mitigation measures the SFMTA found to be infeasible as proposed in the FEIR are: Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Blanken, Bayshore/Arleta/San Bruno, and Tunnel/Blanken; Mitigation Measure 8-3 as it applies to the intersection of Bayshore/Visitacion; and Mitigation Measure 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction.

As described in Chapter 8 of the FEIR, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, Impact 8-3 at Bayshore/Visitacion, and Impact 8-7 at Bayshore/Sunnydale were found to be significant and unavoidable, even with implementation of Mitigation Measures 8-1A, 8-3, and 8-7 as proposed in the FEIR. For the reasons set forth in the March 28, 2014 letter, SFMTA would not implement Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, nor would it implement Measure 8-3 at the intersection of Bayshore/Visitacion. No other feasible mitigation measures exist that would reduce the impacts at these intersections to less than significant levels. SFMTA additionally proposes to modify Mitigation 8-7 to remove the requirement for an additional eastbound lane at the intersection of Bayshore/Sunnydale because it has determined this requirement is not feasible. Because these impacts were identified in the FEIR as significant and unavoidable, even with implementation of the mitigation measures that the SFMTA has now determined are infeasible,

elimination and modification of these mitigation measures as described would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

SFMTA has additionally recommended that Mitigation Measure 8-1A at the intersection of Tunnel/Blanken be modified to include intersection monitoring. The FEIR identified the impact at this intersection as less than significant with mitigation, and implementation of Mitigation 8-1A with this proposed modification would continue to reduce that intersection impact to less than significant. Modification of Mitigation Measure 8-1A as recommended by SFMTA staff would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR.

Additionally, the SFRA Commission and Planning Commission rejected certain other mitigation measures as infeasible when in their CEQA Findings adopted when they approved the project in 2009 and 2008, respectively. Staff recommends adoption of the attached MMRP with all proposed modifications.

## **PUBLIC COMMENT & UPCOMING HEARINGS**

Public comment will be taken at the Planning Commission hearing on June 5<sup>th</sup> 2014 and at subsequent adoption hearings at the Board of Supervisors and other necessary commissions. A schedule of hearings is on the project's website at <http://visvalley.sfplanning.org>

## **RECOMMENDATION & BASIS FOR RECOMMENDATION**

Staff recommends that the Planning Commission approve the Development Agreement and recommend approval of the General Plan, Planning Code, and Zoning Map Amendments to the Board of Supervisors, with all of the proposed modifications discussed above. The associated Plan documents, including the Design for Development, the Open Space and Streetscape Master Plan, Infrastructure Master Plan and a Transportation Demand Management Plan are incorporated by reference as both exhibits to the Development Agreement and in some cases also referenced by the Planning Code. Staff also recommends approval of these documents with all of the proposed modifications discussed above.

- The Department finds the requested actions to be necessary to implement the Visitacion Valley/Schlage Lock Project.
- The Department finds the Project to be a beneficial development to the City - it would transform the site into a sustainable, transit-oriented development and include transportation improvements and new open spaces among other community amenities.
- The Department finds that continuing to have a long-vacant site is not beneficial to the community. The project would contribute to the strengthening the existing Leland Avenue Neighborhood Commercial Corridor by adding more residents and bringing additional investment into the community and.

- The proposed project would result in increased rental and for-sale housing of various sizes and income levels.
- The proposed project establishes a detailed design review process for buildings and community improvements.

<b>RECOMMENDATION:</b>	Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents with proposed modifications.
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**Exhibits:**

Exhibit 1 – Draft Planning Commission Resolution for Planning Code, General Plan and Zoning Map Amendments

Exhibit 2 – SF Redevelopment Agency Resolution No. 1-2009

Exhibit 3 – 2009 Planning Commission Motion No. 17790

Exhibit 4 – 2009 CEQA Findings & Mitigation Monitoring and Reporting Program (MMRP)

Exhibit 5 – Addendum to Environmental Impact Report

Exhibit 6 – Draft Planning Commission Resolution for Development Agreement Approval

Exhibit 7 – Development Agreement Exhibits not previously included in May 8<sup>th</sup> Planning Commission Initiation Package:

- Exhibit C – List of Community Improvements
- Exhibit G – Phase Application Checklist
- Exhibit I – Mitigation Measures and Revised MMRP
- Exhibit L – Infrastructure Plan
- Exhibit Q - Notice of Special Restrictions for Community Use Restrictions for Old Office Building
- Exhibit R - Notice of Special Restrictions for Visitacion Park
- Exhibit S – Notice of Special Restrictions for Leland Greenway Park

Exhibit 8 – Park Acquisition Overview Memo



**SAN FRANCISCO  
PLANNING DEPARTMENT**

**Executive Summary Addendum  
Amendments to the Planning Code, Zoning Maps, and  
General Plan, and Approval of a Development Agreement  
HEARING DATE: JUNE 5, 2014**

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*Date:* June 3, 2014  
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*Recommendation:* Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents with proposed modifications.

Note: This addendum to the case report includes some additions to the proposed changes to the project materials that are not included in the case report dated May 29<sup>th</sup>, 2014. These changes are also proposed for inclusion in the Commissions actions. Attached to this report are also updated draft approval resolutions that incorporate this additional set of substantive changes to the proposals.

**ADDITIONAL CHANGES TO THE PROPOSALS**

The proposed changes in the case report dated May 29<sup>th</sup> 2014 already included correcting the Planning Code & Zoning Map Ordinance to remove Assessor’s Blocks and Lots 5087-004 and 5087-005 located in Zone 1 of the existing Special Use District from the proposed rezoning to MUG and from height reclassifications. The existing underlying zoning for these properties is and will remain M-1. The additional changes proposed in this addendum make the Design for Development (D4D), the Open Space & Streetscape Master Plan (OSSMP) and the Development Agreement (DA) all consistent with the unchanged zoning for these parcels. These changes will ensure that the documents continue to reflect the mix of uses and site plans shown for these properties in the existing D4D adopted in 2009. The D4D and the OSSMP documents were inadvertently changed, and the parcels accidentally included in the DA, through the more recent planning process which was focused on the Universal Paragon Corporation (UPC)-owned properties – the subject of the proposed Development Agreement.

Any changes to the two above referenced parcels owned by two different property owners will trail, if appropriate, after further discussions with the property owners. Staff will bring proposed changes, if any, to the Planning Commission subsequent to those conversations.

An additional change in the table below and the draft resolution is included based on community members' feedback. The proposal is to increase the minimum number of required City meetings in the community for the first two years of the duration of the Development Agreement for the community to better understand how implementation of the pieces of the project will take place and ensure the community has a role in the process.

Issue	Document	Change
Uses in parcels not owned by Universal Paragon Corporation	Design for Development	<ul style="list-style-type: none"> <li>Maintain the existing zoning and uses for sites not controlled by the Project Sponsor, including the inclusion of potential housing development in all of the document's maps for parcel 5087-004. Add explanatory language in the D4D that uses in that parcel are conceptual and will be refined following further planning &amp; conversations with the property owner.</li> </ul>
Uses in parcels not owned by Universal Paragon Corporation	Open Space and Streetscape Master Plan	<ul style="list-style-type: none"> <li>Maintain the existing zoning and uses for sites not controlled by the Project Sponsor, including the inclusion of potential housing development in all of the document's maps for parcel 5087-004. Add explanatory language in the D4D that uses in that parcel are conceptual and will be refined following further planning &amp; conversations with the property owner.</li> </ul>
Parcels not owned by Universal Paragon Corporation (UPC)	Development Agreement (DA)	<ul style="list-style-type: none"> <li>Remove references to parcels not owned by UPC. Parcels not owned by UPC were erroneously included in the recitals paragraph A and in Exhibit A.</li> </ul>
Community Participation	Development Agreement	<ul style="list-style-type: none"> <li>Section 6.4 (addresses community participation in allocation of impact fees) - The frequency of the City-sponsored meetings shall be a minimum of twice a year for the first two years of the DA and a minimum of once a year thereafter.</li> </ul>

**RECOMMENDATION & BASIS FOR RECOMMENDATION**

Staff recommends the Commission include these additional modifications as part of the Commission's resolutions recommending approval to the Board, as outlined in the May 29<sup>th</sup> 2014 case report.

- The Department finds that leaving parcels Assessor's Blocks and Lots 5087-004 and 5087-005 unchanged from their current designation and proposing that changes to these parcels, if any, should trail after further conversations with the property owners as the most appropriate course of action.



<b>RECOMMENDATION:</b>	Approval of: (1) Development Agreement; (2) Planning Code Text & Amendments; (3) General Plan Map Amendments; and (4) related documents <u>with proposed modifications.</u>
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**Exhibits:**

Exhibit 1 – Amended Draft Planning Commission Resolution for Planning Code, General Plan and Zoning Map Amendments

Exhibit 2 – Amended Draft Planning Commission Resolution for Development Agreement Approval



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Resolution No. 19163

Planning Code Text Amendment,  
Zoning Map Amendments, and General Plan Amendments  
HEARING DATE: JUNE 5, 2014

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*Project Name:* Schlage Lock Development Project  
T Case: Amend Section 249.45  
Z Case: Rezone some Parcels within Zone 1 of the SUD  
M Case: Amend various Maps of the General Plan  
*Case Number:* 2006.1308EMTZW  
*Staff Contact:* Claudia Flores  
[Claudia.Flores@sfgov.org](mailto:Claudia.Flores@sfgov.org), 415-558-6473  
*Reviewed By:* Joshua Switzky  
[Joshua.Switzky@sfgov.org](mailto:Joshua.Switzky@sfgov.org), 415-575-6815  
*Recommendation:* Approval with Modifications

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE THAT WOULD (1) AMEND THE SAN FRANCISCO PLANNING CODE SECTION 249.45, THE "VISITACION VALLEY/SCHLAGE LOCK" SPECIAL USE DISTRICT"; (2) AMEND THE PLANNING CODE ZONING MAP SHEETS ZN10 AND HT10 TO RECLASSIFY ASSESSOR'S BLOCKS 5107-001, 50870-03A, 5100-002, 5102-009, 5087-003, 5101-006, 5100-003, 5099-014, 5101-007, AND 5100-010 FROM M-1 (LIGHT INDUSTRIAL) AND M-2 (HEAVY INDUSTRIAL), TO MUG (MIXED-USE GENERAL), AND TO MAKE CONFORMING HEIGHT MAP AMENDMENTS TO FACILITATE THE LONG-RANGE DEVELOPMENT PLANS OUTLINED IN THE VISITACION VALLEY/SCHLAGE LOCK DESIGN FOR DEVELOPMENT DOCUMENT; (3) AMEND THE SAN FRANCISCO GENERAL PLAN URBAN DESIGN ELEMENT MAPS 4 & 5, THE COMMERCE & INDUSTRY ELEMENT MAPS 1-2 & 4-5, THE TRANSPORTATION ELEMENT MAP 6, AND THE LAND USE INDEX TO MAKE CONFORMING MAP AMENDMENTS; (4) APPROVE THE VISITACION VALLEY/SCHLAGE LOCK DESIGN FOR DEVELOPMENT AND THE VISITACION VALLEY/SCHLAGE LOCK OPEN SPACE & STREETScape MASTER PLAN; AND (5) MAKE AND ADOPT FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

### PREAMBLE

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan.

The Planning Department ("Department"), the Office of Economic and Workforce Development (OEWD), the Board of Supervisors, the Mayor's Office, and other City Departments have been working on

a plan to transform the vacant Schlage Lock site and support revitalization of the Visitacion Valley neighborhood and transform the vacant Schlage Lock site into a Transit-Oriented Development (TOD) to take advantage of existing public transit resources and encourage infill development and improvements in the Visitacion Valley neighborhood, via the *Visitacion Valley/Schlage Lock Development Project*.

The Schlage Lock Company began operations in the Visitacion Valley neighborhood in the 1920s, and was one of the City's largest industrial employers until 1999, when the plant closed down and manufacturing operations were relocated. The site has been vacant since 1999. After Home Depot proposed to develop a retail store on the vacant Schlage site in 2000- a proposal that met with community opposition - the Board of Supervisors imposed interim zoning controls, sponsored by then Supervisor Sophie Maxwell, on the site to encourage the long-term planning of the site. Residents of Visitacion Valley then partnered with City agencies and the Universal Paragon Corporation to develop a plan for the reuse and revitalization of this critical site in their community. Several years of analysis and an extensive community planning process concluded in 2009 with the adoption of a Redevelopment Plan, zoning changes and a detailed Design for Development to guide change on the site. Since City adoption of the Plan, the former Visitacion Valley Citizens Advisory Committee (CAC) had continued to meet to discuss and comment on various aspects of the Plan's implementation and to provide comments to the project sponsor as it continued to implement the plans for the Schlage Lock site.

However, the demise of Redevelopment Agency in early 2012, and the loss of public funding that accompanied it, required reopening the plans for the site. City staff, along with the project sponsor, re-initiated efforts to move transformation of Schlage forward beginning with a community meeting on October 13<sup>th</sup> 2012. The Planning Department partnered with the Mayor's Office of Economic and Workforce Development and the community to evaluate the project's feasibility, to look at tools which can help move the project forward, and to make the necessary legislative changes to foster the site's transformation. The proposed amendments to the 2009 documents and the new Development Agreement are the results of that effort.

Building upon all of these efforts, and with extensive consultation with the Visitacion Valley community, the *Visitacion Valley / Schlage Lock Project* includes the *Visitacion Valley/Schlage Lock Design for Development* document, the *Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan*, a Development Agreement and associated amendments to the General Plan, Zoning Map and Planning Code. This represents the culmination of many years of community participation from Visitacion Valley residents, business owners, workers and stakeholders, towards a plan for reuse of the long-vacant Schlage Lock site into a true part of its larger neighborhood, as a vibrant, transit-oriented mixed use development that will meet the community's goals and objectives for the project. The plan calls for the creation of new residential units, a grocery store, and other neighborhood commercial ground floor retail on the Schlage site. It also includes three new interconnected neighborhood parks of different sizes, requires the extension of the Visitacion Valley street grid throughout the Schlage Lock property, and integrates the commercial backbone of the community, Leland Avenue, into the site.

The planning goals for the project are to:

1. Create a livable, mixed use urban community that serves the diverse needs of the

community and includes access to public resources and amenities.

2. Encourage, enhance, preserve and promote the community and city's long term environmental sustainability.
3. Create pedestrian-oriented environment that encourages walking as the primary transportation mode within the Project.
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.
5. Create well designed open spaces that enhance the existing community and new development.
6. Develop new housing to help address the City's and the region's housing shortfall, and support regional transit use.
7. Establish the project area and surrounding neighborhoods as a gateway to the City of San Francisco.
8. Encourage private investment by eliminating blighting influences and correcting environmental deficiencies.

The property encompassing the Schlage Lock Development Project includes approximately 20 acres of privately-owned land at the southeastern corner of San Francisco, generally bounded to the north by Blanken Avenue, to the east by Tunnel Avenue, to the west by Bayshore Boulevard, and to the south by the San Francisco / San Mateo County line, and the city of Brisbane; and

The Project Sponsor (Visitacion Development, LLC) seeks to transform the existing vacant site of the former Schlage Lock factory into a pedestrian-focused, vibrant mixed-use residential development; and

The Project Sponsor is seeking to build up to 1,679 dwelling-units, up from 1,250 under the 2009 plan; and up to 46,700 square feet of new retail, which is 58,300 square feet less than under the 2009 plan; and

The Schlage Lock Development Project seeks to create new neighborhood-serving amenities such as a grocery store, additional retail, new streets, pedestrian improvements and infrastructure; provide new parks/open space; and incorporate sustainable and green features throughout the site; and

Other key changes to the approved project in 2009 include an increase in heights to accommodate the additional units; a reconfiguration of the location of the parks; a change to the underlying zoning; updates to controls and design guidelines to address site changes; and sun setting the 2009 Redevelopment Plan; and

The goals of the *Visitacion Valley/Schlage Lock Project* are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of maps that reflect the *Redevelopment Plan*, which will sunset, and the current zoning does not accommodate the site-specific goals of the Schlage Lock Development Project, a master-plan now under single ownership, specifically the changes to permitted heights, and density; and

The proposed Ordinances are intended to implement the Schlage Lock Development Project by modifying General Plan maps, contained in the Commerce and Industry, Transportation, Urban Design Elements, and the Land Use Index; the Zoning Map and the Planning Code to reflect the amended project; and

The Visitacion Valley/Schlage Lock Development Project is also being considered for approval by Planning Commission and the Board of Supervisors through a Development Agreement by and between the City and County of San Francisco and Visitacion Development LLC; and

The Planning Commission (hereinafter "Commission") recommended approval of the 2009 Visitacion Valley/Schlage Lock Redevelopment Plan, Design for Development and related project documents at a regularly scheduled hearing on December 18, 2008 to the Board of Supervisors; and

The former San Francisco Redevelopment Agency ("SFRA") Commission and this Commission certified a final environmental impact report ("FEIR") for the Visitacion Valley Redevelopment Program, Planning Department File No. 2006.1308E, on, respectively, December 16, 2008 and December 18, 2008. The project analyzed in the FEIR was for redevelopment of an approximately 46-acre project area in San Francisco's Visitacion Valley neighborhood, extending on both sides of Bayshore Boulevard roughly between Sunnydale Avenue and Blanken Avenue and along the Leland Avenue commercial corridor. The project was intended to facilitate re-use of the Project site, revitalize other properties along both (east and west) sides of Bayshore Boulevard, and help revitalize the Leland Avenue commercial corridor; and

After certification of the FEIR, both the SFRA Commission and this Commission took certain approval actions, including approving the Redevelopment Plan and amendments to the General Plan, the Planning Code, and the Zoning Maps, among other actions, and in so doing, adopted findings under the California Environmental Quality Act ("CEQA"), including findings rejecting proposed project alternatives and certain mitigation measures as infeasible and adopting a statement of overriding consideration, and adopted a mitigation monitoring and reporting program. These findings were made in SFRA Commission Resolution No. 1-2009, adopted on February 3, 2009, and Planning Commission Motion No. 17790, adopted on December 18, 2008 ("CEQA Findings"). This Commission hereby incorporates by reference as though fully set forth herein these findings, copies of which are on file with the Commission Secretary; and

Since California eliminated its Redevelopment Agencies, the proposed project design was revised with respect to the Project Site, and these modifications were analyzed in an Addendum to the FEIR prepared by the Planning Department and are now before this Commission for approval; and

On May 8<sup>th</sup> 2014, the Planning Commission (hereinafter "Commission") passed Resolution No.19140, initiating amendments to the General Plan related to the proposed Project; and

On June 5<sup>th</sup> 2014, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances; and

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented by Department staff, and other interested parties; and

All pertinent documents associated with Case No. 2006.1308EMTZW may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

The Commission has reviewed the proposed Ordinances; and

MOVED, that the Commission hereby adopts the *Visitacion Valley/Schlage Lock Design for Development* and the *Visitacion Valley Schlage Lock Open Space & Streetscape Master Plan*, including all the proposed modifications and recommends that the Board of Supervisors *approve with modifications* the proposed documents and adopts the Draft Resolution to that effect, and;

MOVED, that the Commission hereby adopts the Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Exhibit A, which includes all proposed modifications and recommends that the Board of Supervisors *approve with modifications* the proposed Ordinances and related documents following execution of the Development Agreement, and adopts the Draft Resolution to that effect, and;

The Commission's recommended modifications would include the appropriate parcels to be rezoned; clarify the public participation review process in design review of buildings and parks; and make changes to the *Design for Development* and the *Open Space & Streetscape Master Plan* documents to clarify various issues, make them consistent, and specify terms and obligations that were previously missing or unclear.

Specifically, the Commission recommends the following substantive changes and updates to the Ordinance Amending the Planning Code and the Zoning Map, to the Design for Development document, and to the Open Space and Streetscape Master Plan document:

Issue	Document	Change
Zoning and height changes	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Remove 2 parcels - The ordinance erroneously included 2 parcels owned by two property owners, other than the project sponsor, (specifically, Assessor's Blocks and Lots 5087-004 and 5087005) for rezoning to MUG and for height reclassification. Rezoning of those two parcels will trail, if appropriate, after discussions with the property owners. These properties are already located within the existing Special Use District.</li> </ul>

Issue	Document	Change
Post-application meeting requirement for parks	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Correct language: This is to be a required meeting not an optional one.</li> </ul>
Post-application meeting requirement for buildings/site permits	Ordinance Amending the Planning Code and Zoning Map	<ul style="list-style-type: none"> <li>Add language: Post-application meetings will also be required for building/site permit applications, not just Phase Applications.</li> </ul>
Design guideline for commercial signs	Design for Development (D4D)	<ul style="list-style-type: none"> <li>Add a design guideline for retail signage to minimize size and number of signs and place them in locations that are compatible with the surrounding aesthetic and architecture.</li> </ul>
Accessibility of sidewalks	Open Space and Streetscape Master Plan (OSSMP)	<ul style="list-style-type: none"> <li>Add language that design of sidewalks may be adjusted and will comply with City and ADA policy.</li> </ul>
Zoning & uses in parcels not owned by Universal Paragon Corporation	Design for Development (D4D)	<ul style="list-style-type: none"> <li>Maintain the existing zoning and uses for sites not controlled by the Project Sponsor, including the inclusion of potential housing development in all of the document's maps for parcel 5087-004. Add explanatory language in the D4D that uses in that parcel are conceptual and will be refined following further planning &amp; conversations with the property owner.</li> </ul>
Zoning & uses in parcels not owned by Universal Paragon Corporation	Open Space and Streetscape Master Plan (OSSMP)	<ul style="list-style-type: none"> <li>Maintain the existing zoning and uses for sites not controlled by the Project Sponsor, including the inclusion of potential housing development in all of the document's maps for parcel 5087-004. Add explanatory language in the OSSMP that uses in that parcel are conceptual and will be refined following further planning &amp; conversations with the property owner.</li> </ul>

## **FINDINGS**

Having reviewed the materials identified in the preamble above, which preamble shall also be considered findings of this Commission, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

The Commission finds the Schlage Lock Development Project to be a beneficial development to the City that could not be accommodated without the actions requested.

1. The Department finds the requested actions to be necessary to implement the Visitacion Valley/Schlage Lock Project.
2. The Department finds the Project to be a beneficial development to the City - it would transform the site into a sustainable, transit-oriented development and include transportation improvements and new open spaces among other community amenities.
3. The Department finds that continuing to have a long-vacant site is not beneficial to the community. The project would contribute to the strengthening the existing Leland Avenue Neighborhood Commercial Corridor by adding more residents and bringing additional investment into the community and.
4. The proposed project would result in increased rental and for-sale housing of various sizes and income levels.
5. The proposed project establishes a detailed design review process for buildings and community improvements.

**General Plan Compliance.** Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan as it is proposed to be amended. Below are specific policies and objectives that support the proposed actions.

## **HOUSING ELEMENT (2009 PER WRIT)**

### **HOUSING ELEMENT**

#### **Objectives and Policies**

**OBJECTIVE 1: IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.**

**POLICY 1.1 Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.**



OBJECTIVE 4 FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

POLICY 4.1 Develop new housing, and encourage the remodeling of existing housing, for families with children.

POLICY 4.5 Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

POLICY 11.1 Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

*The Project will provide approximately 1679 units of market rate and affordable housing, with 15% affordable units, and minimum 20% of 2 or more bedrooms as a unit-mix. The units will be built according to the required design standards and controls in the Visitacion/Valley Schlage Lock Design for Development and will be a mix of rental and ownership.*

## AIR QUALITY ELEMENT

### Objectives and Policies

OBJECTIVE 3: DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

*The Project establishes a mixed-use housing development including neighborhood commercial development near existing transit lines, including MUNI Metro and MUNI coach service providing service to a number of city neighborhoods, as well as Caltrain, providing service to the San Mateo, the Peninsula and San Jose.*

## COMMERCE AND INDUSTRY ELEMENT

### Objectives and Policies

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1 Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

**Policy 1.3** Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*Reuse of the site as a mixed-use residential area with supportive commercial, open space and institutional uses will provide substantial benefits to the Visitacion Valley neighborhood and the City as a whole.*

**OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.**

**Policy 6.1** Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

**Policy 6.2** Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

**Policy 6.4** Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

*Leland Avenue is Visitacion Valley's existing commercial center. As part of the project, the sponsor will extend the Visitacion Valley street grid east across Bayshore Boulevard. Neighborhood commercial uses are planned for the new Leland Avenue extension, and the Project also includes a site that will accommodate a super market, desired by the community.*

**Policy 6.6** Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

*As part of the Project, the Planning Commission will consider rezoning the site to ensure the land use, density and building height are consistent with the plans contained in the "Visitacion Valley/Schlage Lock Design for Development" document.*

**POLICY 6.7** Promote high quality urban design on commercial streets.

*The Project will enhance Visitacion Valley's existing neighborhood commercial core by extending Leland Avenue east of Bayshore Boulevard to the Schlage site, and incorporating retail uses along part of the street frontage. Design guidelines will guide new development to achieve a positive pedestrian experience and good design. New streets will incorporate streetscape features that will encourage active street life throughout by incorporating well designed street furniture and other features.*

**Policy 6.10** Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

*The Project will help to revitalize the Visitacion Valley neighborhood by redeveloping the former Schlage Lock Company site - vacant since 1999. The Project will restore the site to active use and will help to revitalize the neighborhood, with new neighborhood commercial activity both in the Schlage site and in surrounding areas, with infill development along Leland Avenue and Bayshore Boulevard. The new activity will generate new customers and more vibrant round-the-clock activity, which will benefit existing neighborhood commercial establishments as well. Neighborhood commercial uses in the area will also benefit from streetscape improvements to Leland Avenue.*

## COMMUNITY FACILITIES ELEMENT

**OBJECTIVE 3 ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.**

**Policy 3.1** Provide neighborhood centers in areas lacking adequate community facilities.

**Policy 3.4** Locate neighborhood centers so they are easily accessible and near the natural center of activity.

**Policy 3.5** Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

*The Project will retain the existing Schlage Office Building and renovate the building and will require a portion of it be used for community uses. Programming of the facility will allow for a number of uses that may change over time, based on community interests and input. The site is easily accessible to the Visitacion Valley community by transit, bicycle; pedestrian access will be facilitated by access from the new surrounding streets.*

## THE ENVIRONMENTAL PROTECTION ELEMENT

**Objective 13: ENHANCE THE ENERGY EFFICIENCY OF HOUSING IN SAN FRANCISCO.**

**Policy 13.1:** Improve the energy efficiency of existing homes and apartment buildings.

**OBJECTIVE 15: INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.**

**Policy 15.1** Increase the use of transportation alternatives to the automobile.

**Policy 15.2** Provide incentives to increase the energy efficiency of automobile travel.

**Policy 15.3** Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

**OBJECTIVE 16: PROMOTE THE USE OF RENEWABLE ENERGY SOURCES.**

**Policy 16.1** Develop land use policies that will encourage the use of renewable energy sources.

The Project calls for reducing energy demand by site design,

*The Project will encourage compact moderate density residential development with good access to transit facilities. All of the new development will be within walking distance of a mix of commercial, institutional and open space. The project planning and design would promote reduced car use; there is no required parking only parking maximums. The Project will meet all required Green Building Codes and standards. In addition, the Project establishes streets and a public realm amenities that will encourage walking, bicycling, and incorporates traffic-calming measures.*

**COMMERCE AND INDUSTRY ELEMENT**

**Objectives and Policies**

**OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.**

**Policy 1.3** Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The Project will reutilize a former industrial site that has been vacant since 1999. The project calls for the extension of Leland Avenue, Visitacion Valley's commercial core, east of Bayshore Boulevard, and the provision of new ground floor retail space along the street extension should help to encourage increased pedestrian traffic. The Visitacion Valley/Schlage Lock Design for Development also designates a site for a market and retail at other ground-floor locations.*

**OBJECTIVE 2: MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.**

**Policy 2.1** Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

**OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.**

**Policy 6.1** Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

*The project will help to retain existing retail and neighborhood-commercial uses on Leland Avenue and Bayshore Boulevard in part by providing additional sites for new retail uses, including a mid-sized market, long-desired by area residents. By increasing space available for new neighborhood-commercial uses, the Project will provide opportunities for small business ownership and employment. The additional residential density will increase the demand for neighborhood-commercial services and will help the neighborhood as a whole.*

**Policy 6.2** Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

*The Project will help to retain existing retail and neighborhood-commercial uses on Leland Avenue and Bayshore Boulevard in part by providing additional sites for new retail uses, including a mid-sized grocery, long-desired by area residents. By increasing space available for new neighborhood-commercial uses, the Project will provide opportunities for small business ownership and employment. The Project will increase the supply of housing, including low-cost housing. This in turn will increase the demand for neighborhood-commercial services and will help the neighborhood as a whole.*

**OBJECTIVE 4: IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.**

**Policy 4.3** Carefully consider public actions that displace existing viable industrial firms.

*The Project incorporates the former Schlage Lock Company site, acquired by Ingersoll Rand Corporation in the 1920's. Ingersoll Rand closed the industrial facility in 1999 and the site has been vacant since that time. The Project will not displace an existing industrial use, but converts it into a mixed-use development with housing, commercial, institutional and open space uses, consistent with the surrounding neighborhood. The Project will also take advantage of excellent public transit immediately adjacent to the site to establish a Transportation-Oriented Development (TOD).*

**OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.**

**Policy 6.1** Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

**Policy 6.3** Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

**Policy 6.4** Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

**POLICY 6.7** Promote high quality urban design on commercial streets.

*The Project will enhance Visitacion Valley's existing neighborhood commercial core by extending Leland Avenue east of Bayshore Boulevard to the Schlage site, and incorporating retail uses along much of the street frontage. Additional neighborhood-commercial uses will be developed along Bayshore Boulevard and at other Project areas. Existing residential uses will not be lost to commercial development; infill development will include primarily retail and small office uses on the ground level with residential uses above the ground story. New streets will incorporate streetscape features that will encourage active street life throughout the Project area, by incorporating well designed street furniture, and improvements will be made to increase safety for pedestrians crossing Bayshore Boulevard.*

**Policy 6.6** Adopt specific zoning districts, which conform to a generalized neighborhood commercial land use and density plan.

*As part of the Project, The Planning Commission will consider amending the Planning Code to establish the Visitacion Valley Special Use District (SUD). The SUD will call for a distribution of land use, density and building height consistent with plans contained in the "Visitacion Valley/Schlage Lock Design for Development" document.*

**Policy 6.10** Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

*The Project will help to revitalize the Visitacion Valley neighborhood by redeveloping the former Schlage Lock Company site - vacant since 1999. The Project will restore the site to active use and will help to revitalize the neighborhood, with new neighborhood commercial activity both in the Schlage site and in surrounding areas, with infill development along Leland Avenue and Bayshore Boulevard. The new activity will generate new customers and more vibrant round-the-clock activity, which will benefit existing neighborhood commercial establishments as well. Neighborhood commercial uses in the area will also benefit from streetscape improvements to Leland Avenue.*

## COMMUNITY FACILITIES ELEMENT

### OBJECTIVE 3

ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

**Policy 3.1** Provide neighborhood centers in areas lacking adequate community facilities.

**Policy 3.4** Locate neighborhood centers so they are easily accessible and near the natural center of activity.

**Policy 3.5** Develop neighborhood centers that are multipurpose in character, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

*The Project will retain the existing Schlage Office Building and renovate the building for use as a community facility. Programming of the facility will allow for a number of uses that may change over time, based on community interests and input. The site for the community facility is easily accessible to the Visitacion Valley community by transit, bicycle; pedestrian access will be facilitated by access from surrounding streets as well as via a mid-block pedestrian walkway from the south.*

## RECREATION AND OPEN SPACE ELEMENT

### Objectives and Policies

**OBJECTIVE 2: INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE OF THE CITY AND BAY REGION**

**OBJECTIVE 4: PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.**

**POLICY 2.1** Prioritize acquisition of open space in high needs areas.

**POLICY 2.7** Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

**OBJECTIVE 3: IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE**

*The Project will result in development of high quality open spaces, including three new parks. The Project will also establish a public plaza at the northeast corner of Bayshore Boulevard and Leland Avenue (extension), establishing a connection and meeting place at the intersection of the existing Visitacion Valley neighborhood and the new residential and mixed-use development at the Schlage Lock site. Public Open Space, whether managed and maintained by the City or the Project sponsor, will be accessible to members of the public 24 hours a day. The Project will also provide common or private open space, in the form of rooftop common open space, interior block courtyards and open space, terraces and balconies that will be directly accessible to dwelling units. New residential development will be required to provide private open space accessible from each unit and/or common open space available to building residents. In addition, the Project will establish pedestrian walkways or mews that will connect neighborhood commercial development throughout the Schlage Lock site.*

## TRANSPORTATION ELEMENT

### Objectives and Policies

**OBJECTIVE 2: USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.**

**Policy 2.1** Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

**Policy 2.4** Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

*The Schlage site is a former industrial site with no internal roadways. The Project will extend the Visitacion Valley east/west street grid to the Schlage site, strengthening the connection between the existing community and the mixed-use development at the Schlage site. Careful attention will be given to the design of the new streetscapes. The Project will also encourage bicycle use and reduced use of the private automobile.*

**POLICY 2.5** Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

*The Project takes advantage of its location well served by transit services, including the MUNI Metro T-Third light rail line providing service between Visitacion Valley, the Eastern Neighborhoods and downtown San Francisco, the Caltrain Bayshore Station, immediately adjacent to the Project Area, which provides service between downtown San Jose and downtown San Francisco, as well as a number of bus lines. The Project will provide incentives for use of transit by area residents, and will also encourage bicycle use and alternative transportation modes, including car share and will establish a streetscape system that will encourage residents and visitors to walk to desired services.*

**OBJECTIVE 11:** ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

**Policy 11.3** Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

*The Project supports the City's Transit First Policy. The Project will establish a mixed-use residential development well served by neighborhood commercial uses in an area that is well served by transit including regional transit, citywide and local transit services.*

**Policy 18.2** Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles. New streets will be designed to accommodate neighborhood traffic and incorporate traffic calming measures such as corner sidewalk bulbs to reduce the distance pedestrians have to cross the street, and incorporation of street trees and street furniture that will encourage an active pedestrian life.

**Policy 21.1** Provide transit service from residential areas to major employment centers outside the downtown area.



**Policy 21.3** Make future rail transit extensions in the city compatible with existing BART, CalTrain or Muni rail lines.

*The Project location adjacent to the MUNI Metro T-Third Street line and Caltrain Bayshore station provides transit service to major employment centers in the City, on the Peninsula (including SFO) and in the South Bay. It will also enable future plans for extension of the MUNI Metro line to the Caltrain station, to create a multi-modal center with convenient multimodal service connections.*

**OBJECTIVE 23:** IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

**Policy 23.6** Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

**OBJECTIVE 24:** IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Policy 24.2** Maintain and expand the planting of street trees and the infrastructure to support them.

**Policy 24.3** Install pedestrian-serving street furniture where appropriate.

*The Project will establish new streets and sidewalks on the Schlage Site that will be designed to accommodate and encourage pedestrian use through incorporation of street trees pedestrian-scale street lights and street furniture, and include sidewalk and corner bulbs to provide additional space for pedestrians to cue and reduce the distance pedestrians must travel when crossing a street.*

**OBJECTIVE 27:** ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

**OBJECTIVE 28:** PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

**POLICY 28.1** Provide secure bicycle parking in new governmental, commercial, and residential developments.

*The Project encourages bicycle use. New development will be required to provide secure bicycle parking, including new residential development and commercial uses.*

**OBJECTIVE 34:** RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

**Policy 34.4** Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

**Policy 34.3** Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

*The Project will establish and design a new street grid system that will serve the former Schlage site and be consistent with Visitacion Valley's existing east/west street grid and block size pattern. The Project will also redesign some of the existing street intersections to improve circulation and to improve bicycle and pedestrian facilities, thereby improving safety conditions.*

*The Project will also assure that any new parking facilities provided for the residential uses meet design criteria. The Project will take into account issues such as parking needs, design and access. The amount of parking on the site will relate to the capacity of the City's street system and land use patterns.*

## URBAN DESIGN ELEMENT

### Objectives and Policies

**OBJECTIVE 1:** EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE AND A MEANS OF ORIENTATION.

**Policy 1** Promote harmony in the visual relationships and transitions between new and older buildings.

**Policy 3** Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

**Policy 6** Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

**OBJECTIVE 3** MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

**POLICY 3.1** Promote harmony in the visual relationships and transitions between new and older buildings.

**Policy 5** Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

*The Project specifies Development Controls and Design Guidelines to ensure continuation of the existing fabric of the Visitacion Valley and adjacent Little Hollywood neighborhoods. The Project will respect the area's characteristic pattern by establishing new blocks and a street grid consistent with the neighborhood pattern, by extending existing Visitacion Valley streets onto the Schlage Lock site, and by enforcing Design Guidelines based on the historic nature and unique aesthetic of the area. While some portions of buildings will be permitted to exceed existing building heights, those heights have been carefully located so as not to affect views or aesthetics of the overall environment, and have also been designed to include features like setbacks and other moderating elements development. Development controls and design guidelines call for building facades to be modulated to establish building scale similar to surrounding development, by incorporating façade articulation, maximum building lengths and bulk controls.*

1. The proposed long-range mixed-use development project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:
  1. The project will not negatively affect existing, neighborhood-serving retail. The Project will provide space for additional neighborhood-serving retail uses that will complement the existing neighborhood commercial corridor, and include development of up to 1,679 new residential units that will increase the demand for neighborhood commercial services.
  2. The project will not affect existing housing or neighborhood character. The project provides opportunities to construct additional housing on the vacant Schlage Lock site, which currently has no residential uses, and includes design guidelines and a design review process to achieve high-quality design which respects the existing, surrounding neighborhood.
  3. The project will not decrease the City's supply of affordable housing because it will facilitate the building of up to 1,679 new dwelling units, of which of 15% will be affordable.
  4. The Project has been planned to reduce impacts to MUNI, to improve the pedestrian qualities of streets and to reduce neighborhood parking needs. Because of the existing and numerous transit routes serving the area, residents and visitors will be encouraged to utilize transit and alternate modes of transportation for trips, increasing transit ridership. Numerous pedestrian improvements, such as new interconnected streets, signalized intersections with timed traffic lights, raised or specially paved crosswalks and sidewalk bulb-outs will promote walking as a mode of transportation. The project also requires a Transportation Demand Management Plan.

5. The project will not result in displacement of the City's industrial and service sectors due to new commercial office development because the Schlage Factory site, which formerly supported industrial use, has been vacant since 1999.
  6. The project will improve the City's preparedness for an earthquake since all new buildings will be constructed to meet all applicable building codes and seismic-safety regulations.
  7. A Historic Structures Technical Report for the existing and former structures on the Schlage Lock site concluded that a number of the structures may be eligible for historic status. However, given the overriding concerns for public health and safety, most buildings cannot be preserved. The California Department of Toxic Substances Control (DTSC) requires the property owner to remediate soils and ground water on the site contaminated with Volatile Organic Compounds (VOC's), and has dictated the Project sponsor to remove most of the structures on the site to do so. In order to mitigate impacts to historic structures, the Project sponsor will preserve the Schlage Old Office Building and rehabilitate it according to the Secretary of the Interior Standards. The Project Sponsor is also required to document all buildings on site through architectural drawings and/or photographs, salvage and reuse recyclable materials onsite, and commemorate the site's industrial history by retaining some of the remaining industrial machinery and installing it in public spaces throughout site, wherever feasible. Taken together, these actions will memorialize the site's industrial past while enabling site remediation to proceed and utilizing the site to revitalize the Visitacion Valley neighborhood with a variety of residential, commercial, open space and community land uses.
  8. The project will not affect any existing City parks or open spaces nor their access to sunlight. The project will provide at least three new public open spaces for public use, setbacks will be employed to ensure maximum sunlight on the new parks.
2. The proposed development project is consistent with the requirements set forth in Planning Code Section 302, in that:
    - a. The Project is necessary and desirable because it would enhance the lives of existing and future residents, and the City as a whole, by converting a vacant, formerly-industrial site into a high-quality, mixed-use development that includes neighborhood-serving retail, open space and housing. The Project would also construct a significant amount of new housing units at an in-fill location within an existing urban environment. For the reasons set forth above, the Commission finds the requested amendments to the Planning Code, Zoning Maps, and General Plan to be required by public necessity, convenience and general welfare.
  3. Findings under the California Environmental Quality Act (CEQA):
    - a. This Commission has reviewed the FEIR and the Addendum and hereby finds that since certification of the FEIR, no substantial changes have occurred in the proposed project or

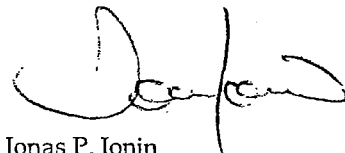
in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts previously identified and analyzed in the FEIR, and that no new information of substantial importance has emerged that would materially change the analyses or conclusions set forth in the FEIR. The Project would not necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. Accordingly, the Addendum was properly prepared; and

- b. Since certification of the FEIR, the San Francisco Municipal Transportation Agency ("SFMTA") has determined that certain mitigation measures identified in the FEIR are not feasible as proposed and that no other feasible mitigation measures are available to address certain identified significant impacts. This determination is set forth in a letter from Frank Markowitz, SFMTA, to Andrea Contreras, Planning Department, dated March 28, 2014. This document is available for review in Case File No. 2006.1308E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, and is hereby incorporated by reference. The mitigation measures the SFMTA found to be infeasible as proposed in the FEIR are: Mitigation Measure 8-1A as it applies to the intersections of Bayshore/Blanken, Bayshore/Arleta/San Bruno, and Tunnel/Blanken; Mitigation Measure 8-3 as it applies to the intersection of Bayshore/Visitacion; and Mitigation Measure 8-7 as it applies to Bayshore/Sunnydale in the eastbound direction; and
- c. As described in Chapter 8 of the FEIR, Impact 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, Impact 8-3 at Bayshore/Visitacion, and Impact 8-7 at Bayshore/Sunnydale were found to be significant and unavoidable, even with implementation of Mitigation Measures 8-1A, 8-3, and 8-7 as proposed in the FEIR. For the reasons set forth in the March 28, 2014 letter, SFMTA would not implement Mitigation 8-1A at Bayshore/Blanken and Bayshore/Arleta/San Bruno, nor would it implement Measure 8-3 at the intersection of Bayshore/Visitacion. No other feasible mitigation measures exist that would reduce the impacts at these intersections to less than significant levels. SFMTA additionally proposes to modify Mitigation 8-7 to remove the requirement for an additional eastbound lane at the intersection of Bayshore/Sunnydale because it has determined this requirement is not feasible. This Commission finds that, because these impacts were identified in the FEIR as significant and unavoidable, even with implementation of the mitigation measures that the SFMTA has now determined are infeasible, elimination and modification of these mitigation measures as described here and in more detail in the March 28, 2014 letter would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR; and
- d. SFMTA has additionally recommended that Mitigation Measure 8-1A at the intersection of Tunnel/Blanken be modified to include intersection monitoring. The FEIR identified the impact at this intersection as less than significant with mitigation, and implementation of Mitigation 8-1A with this proposed modification would continue to reduce that intersection impact to less than significant. Thus, this Commission finds that, modification

of Mitigation Measure 8-1A as recommended by SFMTA staff would not result in any new significant impacts or in a substantial increase in severity of the impacts as already identified in the FEIR; and

- e. With these proposed modifications to the mitigation measures as well as the modifications previously made by the SFRA Commission and Planning Commission when they rejected certain other mitigation measures as infeasible in their CEQA Findings, this Commission finds that the impacts of the project would be substantially the same as identified in the FEIR.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on June 5<sup>th</sup>, 2014.



Jonas P. Ionin  
Commission Secretary

AYES: Wu, Fong, Antonini, Borden, Hillis, Moore, Sugaya

NAYS:

ABSENT:

ADOPTED: June 5<sup>th</sup>, 2014.

## RESOLUTION NO. 1-2009

*Adopted February 3, 2009*

### **ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE VISITACION VALLEY REDEVELOPMENT PROGRAM; VISITACION VALLEY REDEVELOPMENT SURVEY AREA**

#### **BASIS FOR RESOLUTION**

1. The Redevelopment Agency of the City and County of San Francisco ("Agency"), the Planning Department ("Planning Department"), the Mayor's Office, and other City Departments have been working on a plan to transform the vacant Schlage Lock Site into a new transit-oriented community, support revitalization of the commercial corridors along Leland Avenue and Bayshore Boulevard, provide new community facilities for the Visitacion Valley neighborhood, and encourage infill development, via the proposed Visitacion Valley Redevelopment Program.
2. On June 7, 2005, the San Francisco Board of Supervisors established the Visitacion Valley Redevelopment Survey Area (Resolution No. 424-05):
3. On November 6, 2006, the San Francisco Planning Commission ("Planning Commission") approved the Visitacion Valley Preliminary Plan (Motion No. 17340).
4. The Agency has prepared a proposed Visitacion Valley Redevelopment Plan for the Visitacion Valley Redevelopment Survey Area ("Redevelopment Plan").
5. The proposed Redevelopment Plan would create an approximately 46-acre Visitacion Valley Redevelopment Project Area ("Project Area"), consisting of the former Schlage Lock factory and surrounding industrial properties ("Schlage Lock Site") and the neighborhood commercial corridors along Leland Avenue and Bayshore Boulevard.
6. As part of the proposed Visitacion Valley Redevelopment Program, the Agency and the Planning Department has prepared the Visitacion Valley Schlage Lock Design for Development ("Design for Development") for the Project Area, which provides an urban design framework plan and specific development controls and design guidelines for the Project Area.
7. The Design for Development is a companion document to the Redevelopment Plan. The Redevelopment Plan establishes Goals and Objectives and basic land use standards for the Project Area. The Design for Development provides legislated development requirements and specific design recommendations that apply to all developments within Zone 1 of the Project Area.

8. The Agency shall utilize the Design for Development, along with the Redevelopment Plan in consideration of entitlements of future developments in Zone 1, and will follow the design review procedure described therein.
9. The environmental effects of the proposed Visitacion Valley Redevelopment Program ("Project"), including the Redevelopment Plan and Design for Development for the Project Area, have been analyzed in the environmental documents, which are described in Resolution No. 157-2008. Copies of the environmental documents are on file with the Agency.
10. On December 16, 2008, the Agency Commission adopted Resolution No. 157-2008, certifying the Final Environmental Impact Report ("FEIR") for the Project as adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.). At its meeting on December 18, 2008, the Planning Commission also certified the FEIR (Motion No. 17789).
11. The Planning Department and Agency prepared Findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental impacts analyzed in the FEIR, and overriding considerations for approving the proposed Project, including all of the actions listed in Attachment A hereto, and a proposed Mitigation Monitoring and Reporting Program, attached as Exhibit 1 to Attachment A, which material was made available to the public and this Agency Commission for its review, consideration, and action.

## RESOLUTION

**ACCORDINGLY IT IS RESOLVED** by the Redevelopment Agency of the City and County of San Francisco that:

1. The Agency Commission certified the FEIR as adequate, accurate, and objective, and reflecting the independent judgment of the Agency in Resolution No. 157-2008.
2. The Agency Commission has reviewed and considered the FEIR and hereby adopts the Findings attached hereto as Attachment A, including its Exhibit 1, and incorporates the same herein by this reference.
3. The Agency Commission finds, based on substantial evidence in light of the whole record, that: (a) approvals of the actions before it related to implementation of the Project will not require important revisions to the FEIR as there are no new significant environmental effects or substantial increases in the severity of previously identified significant effects; (b) no new information of substantial importance to the Project has become available that would indicate: (i) the Project or the approval actions will have significant effects not discussed in





# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Motion No. 17790

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*Hearing Date:* December 18, 2008  
*Case No.:* 2006.1308E  
*Project Title:* Visitacion Valley Redevelopment Program  
*Block/Lot:* AB 5066B / 003, 004, 004a, 005, 006, 007, 008, 009; AB 5087/003, 003a, 004, 005; AB 5099/014; AB 5100/ 002, 003, AB 5101/006, 007, 5102/009, 010, 0007; AB 5102 / 009, 010; AB 5107/001, 003, 004, 005; AB 6237/ 048, 066; AB 6247/ 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 042; AB 6248/002, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 019, 020, 021, 022, 045; AB 6249/001, 002, 002A, 003, 012, 013, 014, 015, 016, 017, 18, 019, 020, 021, 022, 023; AB 6250 / 001, 017, 018, 019, 020, 021, 022, 023, 024, 028, 029, 030, 031, 034, 035, 036, 037; AB 6251/ 001, 016, 17, 018, 019, 020, 023; AB 6252 / 036; AB 6308/ 001, 001A, 001D, 002, 002B, 003; AB 6309B / 001, 002, 018  
*Project Sponsor:* S. F. Redevelopment Agency, Planning Department  
*Staff Contact:* Joy Navarrete- (415) 575-9040  
joy.navarrete@sfgov.org

ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE VISITACION VALLEY REDEVELOPMENT PROGRAM ("PROJECT") LOCATED IN THE SOUTHEAST QUADRANT OF SAN FRANCISCO, IMMEDIATELY NORTH OF THE SAN FRANCISCO / SAN MATEO COUNTY LINE AND THE CITY OF BRISBANE IN SAN MATEO COUNTY, CONSISTING OF 46 ACRES BOUNDED TO THE NORTH AND WEST BY MCLAREN PARK AND THE EXCELSIOR AND CROCKER AMAZON DISTRICTS, TO THE EAST BY HIGHWAY 101, EXECUTIVE PARK AND BAYVIEW HUNTERS POINT NEIGHBORHOODS, AND TO THE SOUTH BY THE SAN FRANCISCO / SAN MATEO COUNTY LINE, AND THE CITY OF BRISBANE.

Whereas, the Planning Department, the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") has undertaken a planning and environmental review process for the proposed Visitacion Valley Redevelopment Program ("Project") and provided for appropriate public hearings before the Planning Commission.

Whereas, The San Francisco Planning Department is seeking to implement the Visitacion Valley Redevelopment Program. A primary focus is the redevelopment of the vacant Schlage Lock property of approximately 20 acres along the east side of Bayshore Boulevard, bounded on the east by Tunnel Avenue, on the south by the City/County line, and on the west by Bayshore Boulevard; the Schlage Lock property is, designated as Redevelopment (sometimes "Zone 1"). In addition, the implementation of such Redevelopment Program will revitalize properties along Bayshore Boulevard and assist in the

background studies and materials, and additional information that became available, constitute the Final Environmental Impact Report ("FEIR").

Whereas, the Planning Commission, on December 18, 2008, by Motion No. 17786, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

Whereas, the Planning Commission by Motion No. XXXX, also certified the FEIR and found that the FEIR was adequate, accurate, and objective, reflected the independent judgment of the Planning Commission and that the Comments and Responses document contains no significant revisions to the DEIR that would have required recirculation under CEQA Guidelines Section 15088.5, and adopted findings of significant impacts associated with the Project and certified the completion of the FEIR for the Project in compliance with CEQA and the CEQA Guidelines.

Whereas, the Planning Department prepared proposed Findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, including all of the actions listed in Exhibit E-1 hereto, and a proposed mitigation monitoring and reporting program, attached as Exhibit 1 to Exhibit E-1, which material was made available to the public and this Planning Commission for the Planning Commission's review, consideration, and actions.

**THEREFORE BE IT RESOLVED**, that the Planning Commission has reviewed and considered the FEIR and the actions associated with the Visitacion Valley Redevelopment Program and hereby adopts the Project Findings attached hereto as Exhibit E-1 including a statement of overriding considerations, and the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Motion was **ADOPTED** by the Planning Commission at its regular meeting of December 18, 2008.

Jonas Ionin  
Acting Commission Secretary

AYES: Commissioners Olague, Antonioni, Borden, Lee, Miguel, Moore, Sugaya

NOES: None

ABSENT: None

ADOPTED: 12/18/2008

ACTION: Adoption of CEQA Findings

**VISITACION VALLEY REDEVELOPMENT PROGRAM**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF  
FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES,  
AND STATEMENT OF OVERRIDING CONSIDERATIONS**

**SAN FRANCISCO PLANNING COMMISSION  
AND  
SAN FRANCISCO REDEVELOPMENT COMMISSION**

Adopted February 3, 2009 Resolution No. 1-2009

**ARTICLE 1. INTRODUCTION**

In determining to approve aspects of the revised Visitacion Valley Redevelopment Program (~~Project~~), the San Francisco Planning Commission (the ~~Planning Commission~~) and the Redevelopment Agency of the City and County of San Francisco (~~Redevelopment Commission~~) make and adopt the following findings of fact and decisions regarding mitigation measures and alternatives, and adopt the statement of overriding considerations (collectively the ~~Findings~~) pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq., (~~CEQA~~), in light of substantial evidence in the record of Project proceedings, including but not limited to, the Visitacion Valley Redevelopment Program Final Environmental Impact Report (~~FEIR~~) prepared pursuant to CEQA, the State CEQA Guidelines, 14 California Code of Regulations Sections 15000 et seq., (the ~~CEQA Guidelines~~), and Chapter 31 of the San Francisco Administrative Code (~~Chapter 31~~).

This document is organized as follows:

**Article 2** describes the Project proposed for adoption, the environmental review process, the approval actions to be taken, and the location of records.

**Article 3** provides the basis for approval of the Project (the Plans and related actions identified in the FEIR), and evaluates the different Project alternatives, and the economic, legal, social, technological, and other considerations that lead to the rejection of alternatives as infeasible that were not incorporated into the Project.

**Article 4** sets forth Findings as to the disposition of each of the mitigation measures proposed in the FEIR.

**Article 5** identifies the unavoidable, significant adverse impacts of the Project that have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article 5.

**Article 6** contains a Statement of Overriding Considerations, setting forth specific reasons in support of the Planning Commission's approval actions for the Project in light of the significant unavoidable impacts discussed in Article 6.

**Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in Section IV of the FEIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule. Finally, Exhibit 1 includes a series of Improvement Measures, which although do not avoid significant impacts described in the FEIR and Article 5 of this document, may provide some reduction the extent of these impacts.

## **ARTICLE 2. PROJECT DESCRIPTION AND ENVIRONMENTAL REVIEW PROCESS**

### **Section 2.1 Project Description.**

The Project Description in the FEIR is the adoption and implementation of the Visitacion Valley Redevelopment Program, applicable to an approximately 46-acre area extending on both sides of Bayshore Boulevard between Sunnydale Avenue and Blanken Avenue. A primary focus is the redevelopment of the vacant Schlage Lock property of approximately 20 acres along the east side of Bayshore Boulevard, bounded on the east by Tunnel Avenue, on the south by the City/County line, and on the west by Bayshore Boulevard; the Schlage Lock property is, designated as Redevelopment Zone 1 (-Zone 1"). In addition, the implementation of such Redevelopment Program will revitalize properties along Bayshore Boulevard and assist in the revitalization of the Leland Avenue commercial corridor, comprised primarily of general commercial, light industrial, residential and mixed-use parcels fronting on Bayshore Boulevard and commercial, residential and mixed-use parcels along Leland Avenue extending to Rutland Avenue; this part of the Project Area is designated as Redevelopment Zone 2 (-Zone 2").

The proposed Project was analyzed in the FEIR as follows:

- (1) as to Zone 1, the proposed Project is the redevelopment program for the Schlage Lock property, and
- (2) as to Zone 2, the proposed Project for such area is Alternative 5: No Rezoning on Bayshore Boulevard in Zone 2 and the policies in the proposed Design for Development, as described in the FEIR would also apply, except the parcels on the west side of Bayshore Boulevard in Zone 2 would not be rezoned and the Planning Code designation for the Zone 2 properties would remain "NC-3" Neighborhood Commercial and would not be changed to "NC-T3" Neighborhood Commercial Transit. The height limits however would be increased to 55 feet along Bayshore Boulevard as discussed in

the FEIR. The result of the revised zoning would be approximately 90 fewer net residential units in Zone 2.

(3) All other proposed development under the redevelopment program would remain as described in FEIR Chapter 3 (Project Description) of the FEIR. The Project will encourage transit-oriented development in coordination with new public transit improvements such as the MUNI Third Street Light Rail (MUNI Metro T-Line) and the recently relocated Caltrain Bayshore multi-modal transit station. Regional vehicular access to the Project Area is through U.S. Highway 101 (U.S. 101) via the Bayshore Boulevard-Jamestown Avenue and Third Street Interchange and the future Geneva Avenue Interchange.

Therefore, the proposed Project includes all the redevelopment activities and development proposals discussed in the Project Description contained in Chapter II of the FEIR with the exception of the proposed rezoning of properties along Bayshore Boulevard.

The proposed Project objective is to adopt and carry out a set of long-term revitalization actions within the Project Area aimed at reducing blight, facilitating housing development, providing improved neighborhood-serving commercial facilities, facilitating increased private economic investment, capitalizing upon recent sub-regional (Muni Metro T line) and regional (Caltrain Bayshore station) transit improvements in the area, and generally improving physical and economic conditions that cannot reasonably be expected to be alleviated without redevelopment assistance.

## **Section 2.2 Actions Included in the Project.**

The Project will be implemented through a series of actions that together define the terms under which the Project will occur (collectively the "Project Approvals"). The primary Project Sponsor for the Redevelopment Plan is the Agency. The landowner and potential master development sponsor of the Zone 1 Project is Universal Paragon Corporation ("UPC").

The City and County of San Francisco, including the Planning Commission and the Board of Supervisors, and the San Francisco Redevelopment Agency will be taking various approval actions related to the Project, including the following major permits and approvals, and related collateral actions:

### **Planning Commission**

- Adoption of these CEQA Findings and Statement of Overriding Considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- Adoption of General Plan consistency and Planning Code § 101.1 findings in regard to the proposed Visitacion Valley Redevelopment Plan;
- Adoption of amendments to the General Plan to bring the General Plan into conformity with the Visitacion Valley Redevelopment Plan;

- Adoption of amendments to the San Francisco Planning Code text and maps,
- Approval of the Visitacion Valley Design for Development;
- Approval of the Visitacion Valley Cooperation and Delegation Agreement; and
- Future rezoning of Zone 1 portions of the Project Area.

### **Redevelopment Commission**

- Adoption of these CEQA Findings, including a statement of overriding considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- Approval of the Visitacion Valley Redevelopment Plan;
- Approval of all actions required under the California Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.) for implementation of the Redevelopment Plan and related implementation actions, including the approval of the Report on the Redevelopment Plan, the Rules for Property Owner Participation, a Relocation Plan, and Business Re-Entry Policy for the Redevelopment Project;
- Approval of a Visitacion Valley Cooperation and Delegation Agreement,
- Approval of the Visitacion Valley Design for Development;
- Future adoption of an Owner Participation Agreement for the development of Zone 1; and
- Future approvals of related Redevelopment Plan documents including Infrastructure Plan and Streetscape and Open Space Plans.

### **Board of Supervisors**

- Adoption of these CEQA Findings, including a statement of overriding considerations, mitigation measures, and a Mitigation Monitoring and Reporting Program;
- The Planning Commission's certification of the EIR may be appealed to the Board of Supervisors. If appealed, the Board of Supervisors will determine whether to uphold the certification or to remand the EIR to the Planning Department for further review;
- Approve the Redevelopment Plan approved by the Redevelopment Commission;
- Adopt the Zoning Map amendments approved by the Planning Commission; and
- Adopt the Planning Code amendments approved by the Planning Commission.

### **Section 2.3 Project Implementation.**

The Project also includes the implementation of the Visitacion Valley Redevelopment Plan, described as redevelopment actions in the Redevelopment Plan, as follows:

- Provide very low-, low- and moderate-income housing, including supportive housing for the homeless;

- Preserve the availability of affordable housing units assisted or subsidized by public entities, which are threatened with conversion to market rates;
- Require the integration of affordable housing sites with sites developed for market rate housing;
- Assist the development of affordable and supportive housing by developers;
- Promote the retention, improvement and expansion of existing businesses and attractions of new business and the provision of assistance to the private sector; if necessary.
- Provide relocation assistance to eligible occupants displaced from property in the Project Area;
- Provide participation in redevelopment by owners presently located in the Project Area and the extension of preferences to business occupants and other tenants desiring to remain or relocate within the redeveloped Project Area;
- Acquire land or building sites;
- Demolish or remove certain buildings and improvements;
- Construct buildings or structures;
- Improve land or building sites with on-site or off-site improvements;
- Rehabilitate structures and improvements by present owners, their successors and/or the Agency;
- Dispose of property by sale, lease, donation or other means to public entities or private developers for uses in accordance with this Redevelopment Plan;
- Finance insurance premiums pursuant to Section 33136 of the Community Redevelopment Law;
- Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges; and
- Remedy or remove the release of hazardous substances on, under, within or from property within the Project Area.

#### **Section 2.4 Project Objectives.**

The following Project Goals and Objectives were formulated in conjunction with the Visitacion Valley Citizens Advisory Committee (“CAC”) and members of the community. These Project Objectives are also set forth in Section 3.6.2 of the FEIR and Section 3.1 of the Redevelopment Plan.

- Goal 1: Create a livable, mixed 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 a multi-cultural, multi-generational community at a range of incomes.
- Provide for the expansion of local public services such as a new library, police sub-station, and fire department facilities.
- Provide high quality public infrastructure that serves as a model of sustainable design.

- Create opportunities for the old Schlage Office Building to serve in the Project Area as a landmark that can be used for a variety of civic purposes.
  - Attract educational facilities including job training, English as a Second Language classes, City College extension, arts programs, and multi-cultural resources.
  - Promote neighborhood-serving retail to provide residents and workers with immediate walking access to daily shopping needs.
- Goal 2: Encourage, enhance, preserve, and promote the community and City's long term environmental sustainability.

*Objectives:*

- Facilitate the clean-up, redesign, and development of vacant and underutilized properties in the Project Area.
  - Protect human health by ensuring that toxic 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 environments.
- Goal 3: Create [a] 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 [that] new buildings have multiple residential entrances and/or retail at the street level to contribute to sidewalk activity.
- Improve pedestrian safety along Bayshore Boulevard with intersection improvements and traffic calming.



- Goal 4: Encourage the use of alternative modes of transportation by future area residents, workers and visitors and support the development of the Caltrain Station as a major multi-modal transit facility.

*Objectives:*

- Encourage development that promotes the *use* of public transit, car pooling, shuttles, bikes, walking, and other alternatives to the privately-owned automobile.
- Contribute to regional connectivity of the greater Visitacion Valley area, particularly with the Baylands of Brisbane.
- Coordinate with local and regional transportation and planning agencies to facilitate rights-of-way connectivity and access to public transportation.
- Enhance the attractiveness, safety, and functionality of transit stop locations within the Project Area.
- Encourage new buildings on adjacent parcels to include safe pedestrian connections to the Caltrain facility.
- Minimize the number of curb 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 which contribute to the existing open space network *and* 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 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 local art by local artists in the design of public places.
- Create [a] financing mechanism 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 house shortfall, and to 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, streetscapes, 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.

### **Section 2.5 Environmental Review Process.**

The City's Planning Department (–Planning Department”) and the Agency determined that an EIR was required for a proposal to adopt the Redevelopment Plan, and rezone the geographic area covered by the redevelopment plan in accordance with the Planning Department's *Visitacion Valley / Schlage Lock Strategic Concept Plan ("VV Concept Plan")*. The Agency provided public notice of that determination by publication in a newspaper of general circulation on January 31, 2007.

On June 3, 2008, the Planning Department and the Agency published the Draft Environmental Impact Report (hereinafter "Draft EIR ") on the Visitacion Valley Redevelopment Program, and provided public notice in a newspaper of general circulation of the availability of the Draft EIR for public review and comment and of the date and time of the Planning Commission public hearing on the Draft EIR. This notice was mailed to property owners in the Project Area and within a 300-foot radius of the Project Area, anyone who requested copies of the Draft EIR, persons and organizations on the Agency's CAC mailing list, parties on the Planning Department's list of EIR recipients, and to government agencies, the latter both directly and through the State Clearinghouse. Notices were posted at approximately 20 locations in and around the proposed Project Area. The Planning Department and the Agency posted the Draft EIR on their respective websites.

Notice of Completion of the Draft EIR was filed with the State Secretary of Resources via the State Clearinghouse on June 2, 2008.

The Planning Commission held a duly advertised public hearing on the Draft EIR on June 26, 2008, at which opportunity for public comment was given, and public comment was received on the Draft EIR. The Agency Commission held a duly advertised public hearing on the Draft EIR on July 1, 2008. The period for acceptance of written comments ended on July 21, 2008.

The Agency and Planning Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 48-day public review period for the Draft EIR, prepared revisions to the text of the Draft EIR in response to comments received or based on additional information that became available during the

public review period, and corrected errors in the Draft EIR. This material was presented in the Visitacion Valley Redevelopment Project EIR Comments and Responses (~~Comments and Responses~~), published on December 2, 2008 and was distributed to the Planning Commission, the Redevelopment Commission, the Visitacion Valley Citizen Advisory Committee members (~~CAC~~), all affected taxing entities, all parties who commented on the Draft EIR, and others who had previously requested the document. Notice of Completion of the Comments and Responses was sent to the State Secretary of Resources via the State Clearinghouse on December 3, 2008. The Comments and Responses document is available to others upon request at the Planning Department and Agency offices and available on both the Agency's and Planning Department's websites.

The Agency Commission, on December 16, 2008, and the Planning Commission, on December 18, 2008, reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

#### **Section 2.6 Location of Project Records and Custodian of Records.**

The FEIR consists of two volumes: Volume 1 is the Draft EIR and Volume II contains the Comments and Responses to the Draft EIR. A copy of each of the following is included in FEIR Volume 2:

- FEIR Appendix 4.1 contains a transcript of the Planning Commission's June 26, 2008 public hearing on the Draft EIR and a summary of each comment made at such public hearing and response thereto
- FEIR Appendix 4.2 contains a transcript of the Redevelopment Agency's July 1, 2008 public hearing on the Draft EIR and a summary of each comment made at such public hearing and response thereto
- FEIR Appendix 4.3 contains a copy of each written comment on the Draft EIR submitted during the comment period and response thereto
- FEIR Appendix 4.4 contains an update of the status of remediation activities on Zone 2

The record related to the Project and the Project Findings also include the following:

- The Redevelopment Plan.
- The CAC Goals for the Visitacion Valley Redevelopment Plan.
- The Visitacion Valley/Schlage Lock Design for Development.
- The Strategic Concept Plan for Visitacion Valley/Schlage Lock.

- The Preliminary Report on the Visitacion Valley Redevelopment Plan.
- The Final Report on the Visitacion Valley Redevelopment Plan.
- Rules for Property Owner Participation for the Redevelopment Project.
- The Relocation Plan for the Redevelopment Project.
- Business Re-Entry Policy for the Redevelopment Project.
- The Visitacion Valley Cooperation and Delegation Agreement.
- The FEIR, and all documents referenced in or relied upon by the FEIR.
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the FEIR.
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission.
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the FEIR.
- All applications, letters, testimony and presentations presented to the City by the project sponsor and its consultants in connection with the Project.
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the FEIR.
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
- The Mitigation Monitoring and Reporting Program is attached as Exhibit 1 to these Findings.

The public hearing transcript, copies of all letters regarding the Draft EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at both the Planning Department at 1650 Mission Street, San Francisco. (Linda Avery, Commission Secretary, is the custodian of these documents and materials for the Planning Department) and the Redevelopment Agency at One South

Van Ness Avenue, 5<sup>th</sup> Floor, San Francisco (Stanley Muraoka, Environmental Review Officer, is the custodian of these documents and materials for the Agency).

### **ARTICLE 3. CONSIDERATION OF PROJECT ALTERNATIVES**

This Article describes the Project as well as rejected Project Alternatives. Included in these descriptions are the reasons for selecting or rejecting the alternatives. This Article also outlines the Project's purposes and provides a context for understanding the reasons for selecting or rejecting alternatives, and describes the project alternative components analyzed in the FEIR. The Project's FEIR presents more details on selection and rejection of alternatives.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet Program objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

#### **Section 3.1 Summary of Alternatives Analyzed in the FEIR**

The FEIR for the Visitacion Valley Redevelopment Program and Rezoning Project analyzed the environmental effects of the Project and considered six alternatives:

1. No Project Alternative – Expected Growth Without the Project
2. Reduced Housing Development in Zone 1
3. Stand Alone Grocery Store/Retail Along Bayshore Boulevard South of Visitacion Avenue
4. Preservation and Reuse of All Schlage Lock Plant 1 Buildings
5. No Rezoning on Bayshore Boulevard in Zone 2
6. Planning Code Changes But No Redevelopment Plan

As described in Section 2.1 above, the Project proposed for approval is a combination of the proposed redevelopment program for Zone 1 and, as to Zone 2, a modification of Alternative 5 above: No Rezoning on Bayshore Boulevard in Zone 2. As described more fully in the Project Description above, this alternative would implement the proposed redevelopment program and Design for Development, as described in the FEIR except the parcels on the west side of Bayshore Boulevard in Zone 2 would not be rezoned. The Planning Code designation for these properties would remain "NC-3" Neighborhood Commercial and not be changed to "NC-T3" Neighborhood Commercial Transit. The change in height district from 40 to 55 feet however would move forward as discussed in the FEIR. The result would be approximately 90 fewer net residential units. All other proposed development under the redevelopment program would remain as described in chapter 3 (Project Description) of the FEIR.

### **Section 3.2 Reasons for Selection of the Project as Revised to Include Components of Alternative #5**

The Project is selected because it will promote achievement of the Project Goals and Objectives which were formulated in conjunction with the Visitacion Valley Citizens Advisory Committee (CAC) and members of the community (set forth in Section 2.4).

The Project is based on a combination of the original proposals for redevelopment of Zone 1, combined with a principal feature of Alternative #5 - *No Rezoning of Bayshore Boulevard in Zone 2*, which consists of no change the Planning Code designation for the Bayshore properties in Zone 2 "NC-T3" Neighborhood Commercial Transit. The result would be approximately 90 fewer net residential units. The Project however maintains the changes to the height map along Bayshore Boulevard in the FEIR, which is proposed at 55 feet in the FEIR project description, rather than the 45-foot height limit proposed in Alternative 5.

The reduction in units was found by the FEIR to have the following environmental benefits, while still meeting the redevelopment goals described above:

*Land Use:* The Alternative #5 component of the Project provides a transition in housing and development density between the new development of Zone 1 and the existing residential neighborhood.

*Population and Housing.* The retention of existing NC-3 zoning within Zone 2 and the change in the Zone 2 height limit to 55 feet along Bayshore Boulevard would have a nearly similar beneficial effect on increasing Visitacion Valley housing opportunities as the originally proposed project by enabling development of somewhat fewer new units yet retaining the same ratio of affordable units.

*Transportation and Circulation.* The Project, including the somewhat reduced residential development resulting from the partial incorporation of Alternative #5, would result in reduced, but still significant unavoidable, transportation and circulation impacts, primarily due to the net increase of daily vehicular trips.

*Air Quality.* The Project, including the incorporation of part of Alternative #5 as described, would result in reduced, but still potentially significant, air quality impacts from construction period emissions, as well as potentially significant long-term impacts.

*Noise.* The Project's incorporation of Alternative #5, would result in lower noise, as a result of its smaller scale.

### **Section 3.3 Overview of Other Plan Alternatives Considered and Rejected and Reasons Rejected**

The following section presents an overview of the Alternatives analyzed in the FEIR. A more detailed description of each Alternative can be found in Chapter 17 of the FEIR.

The Planning Commission and Redevelopment Commission reject the other Alternatives set forth in the Final EIR and listed below because the Commissions find that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations further described in Article 6 below under CEQA Guidelines 15091(a)(3), that make infeasible such Alternatives.

In making these determinations, each of the Commissions is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." Each Commission is also aware that under CEQA and CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The Project also incorporates elements of Alternative 5, as described below. Thus, the Commissions are not rejecting Alternative #5.

#### **Rejected Alternative #1: No Project Alternative**

The No Project Alternative would retain the status quo and result in approximately 1,577 fewer net residential units, 130,300 fewer square feet of net retail space, 17,000 fewer square feet of net cultural space, and 45,280 *more* square feet of other net commercial space than the Project. As next discussed, the No Project Alternative is infeasible because it would not achieve the housing and other redevelopment objectives which will result from the adoption and implementation of the proposed Project. Rather, the following would also result if the Project were not approved, as currently proposed.

*Population and Housing.* Only eight new residences would be anticipated under this No Project Alternative. This alternative would not have the *beneficial effects* associated with facilitating increased housing opportunity within the Visitacion Valley neighborhood such as: new residential development near commercial uses, transit, and other services; and an improved citywide balance between employed residents and jobs. It does not provide needed affordable housing for the community or the city.

*Aesthetics.* The No Project Alternative would not provide the beneficial visual effects associated with development including the removal of dilapidated buildings and the creation of new parks and streetscape enhancements.

*Transportation and Circulation.* Trip generation under the No Project Alternative would be minimal. However, this alternative would not advance the Project Objectives as set forth in this document including the creation of a high-density, mixed land use patterns near the Project Area's excellent local and regional transit resources. Additionally, it does not provide the opportunity to make traffic calming improvements to existing roadways, create new streets and circulation facilities within the Schlage Site, nor does it



provide funding for regional transportation improvements as described in the Project Description of the FEIR and the Design for Development.

*Air Quality.* The No Project Alternative would not meet the Project Objectives of high-density, mixed land use patterns that promote walking, transit use, and shorter commutes.

*Cultural and Historic Resources.* Under the No Project Alternative, the historic Old Office Building would not be rehabilitated. Rehabilitating the Old Office Building to serve in the Project Area as a landmark that can be used for a variety of civic purposes is an important part of the Project Objectives, specifically Goal 1 – to create a livable, mixed urban community that serves the diverse needs of the community and includes access to public resources and amenities.

*Hazards and Hazardous Materials.* According to the Department of Toxic Substances Control, the No Project Alternative would impede remediation activities of hazardous materials to the soils beneath and immediately surrounding the existing buildings.

*Public Services.* The No Project Alternative does not include the Project's proposed improvements to the neighborhood's public space network – an important Project Objective.

*Utilities and Service Systems.* The No Project Alternative would not result in the benefits of the redevelopment of Visitacion Valley as a LEED neighborhood providing a model for sustainable urban development.

Non-attainment of Project Goals and Objectives by the No Project Alternative:

The No Project Alternative is also rejected as infeasible for the following reasons:

**No Remediation of Hazardous Materials** – Under the No Project Alternative, the contamination of soil and groundwater would not be remediated. Although some cleanup activities may be possible, the full extent of soil removal and remediation would not be physically or financially possible without elements of the Project.

**Reduced Revenues** – Under the No Project Alternative, the Agency will receive no tax increment revenues, which would result in few resources being invested back into the neighborhood and its revitalization. Consequently, the No Project Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

**Reduced Housing** – The No Project Alternative would provide less housing overall and substantially less affordable housing than with the Project.

**Reduced Economic and Business Vitality** – The No Project Alternative will provide fewer resources for economic revitalization efforts such as façade improvements, catalyst

development programs, business improvement programs, or neighborhood promotional opportunities.

**Reduced Community Enhancement Opportunities** – The No Project Alternative would not result in plan community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement, and improved access to public transportation.

As described in detail above, this alternative would not attain the goals and objectives identified in the Project Objectives and the EIR. The current General Plan and associated existing Planning Code provisions do not include the detailed and coordinated strategies, improvements, and contemporary development regulations required under the Project Objectives and proposed by the Design for Development and overall redevelopment program.

The No Project Alternative is rejected as infeasible for the economic, legal, social, technological, and other considerations reasons set forth here and in the FEIR.

#### **Rejected Alternative #2: Reduced Housing in Zone 1**

Alternative 2 is an alternative that would include 400 dwelling units, a stand-alone grocery store and retail center in Zone 1, all other elements of the Redevelopment Program would remain the same. This alternative would lead to the development of approximately 850 fewer net residential units. This alternative was primarily proposed to reduce peak-period vehicular trip generation in comparison to the proposed Project.

*Population and Housing.* Due to the reduced housing opportunities of this alternative, it would produce substantially reduced beneficial effects in achieving a better city-wide balance of job and more housing near commercial uses, transit and other services. It will provide less affordable housing than the Project proposal.

*Transportation and Circulation.* This alternative would result in reduced impacts when compared to the proposed Project, but still significant, unavoidable transportation and circulation impacts. This Alternative would be less effective than the proposed Project in meeting the Project Objectives of high-density mixed land use, and shorter commutes.

*Air Quality.* This alternative would result in reduced impacts when compared to the proposed Project, but still potentially significant air quality impacts related to construction-period emissions and long-term regional emission increases. Long-term emissions, although reduced from the proposed Project, would remain significant and unavoidable even after mitigation. Construction emissions would also be reduced to less than significant levels. This Alternative would be less effective in meeting the Project Objective of reducing long-term regional emissions.

*Cultural and Historic Resources.* This alternative would have similar significant unavoidable impacts as the Project on cultural and historic resources.

Attainment of Project Goals and Objectives. This alternative would be less than effective in attaining the goals and objectives of the Project as identified in Section 1.

The Reduced Housing Alternative is rejected as infeasible for the following reasons:

Reduced Revenues – Under the Reduced Housing Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the Reduced Housing Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Reduced Housing Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Economic and Business Vitality – The Reduced Housing Alternative will provide fewer resources for economic revitalization efforts such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The Reduced Alternative and would make infeasible the plans for community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement and improved access to public transportation.

The Reduced Housing Alternative is rejected as infeasible due to loss of revenues from the reduction in dwelling units and retail commercial space. This alternative fails to capitalize on the full transit-oriented opportunities of the Schlage Site, nor does it provide the number of affordable housing units proposed in the Project. Therefore, it is infeasible for the economic, social, technological and other considerations as set forth here and in the FEIR. This Alternative is rejected.

**Rejected Alternative #3: Stand Alone Grocery Store/Retail Along Bayshore Boulevard**

Alternative 3 would include a stand-alone grocery store and retail center of approximately 70,000 square feet in Zone 1 along Bayshore Boulevard south of Visitacion Avenue. This alternative would provide approximately 950 (instead of 400) residential units in Zone 1 and unlike the Project, no housing would be provided on the upper floors of the grocery store and retail center. The result would be approximately 300 fewer net residential units.

*Land Use.* The fewer residential units and reduced mixed-use relationships anticipated under this alternative would reduce these co-location benefits of housing and retail proposed in the Project.

*Aesthetics.* Compared to the Project, the resulting stand alone parking area provides a less desirable urban design landscape when viewed from Bayshore Boulevard or from neighboring vantage points.

*Transportation and Circulation.* This alternative would result in reduced, but still significant, transportation and circulation impacts and would be less effective than the Project in promoting walking, transit use, and shorter commutes.

*Air Quality.* This alternative would result in reduced, but still potentially significant, air quality impacts from construction period emissions, as well as potentially significant long-term impacts. This alternative would be less effective in reducing long term emissions impacts through promoting walking, transit use, and shorter commutes.

Attainment of Project Goals and Objectives. This alternative would be less effective in attaining the goals and objectives of the Project as identified in the EIR. The Stand Alone Grocery Store Alternative is rejected as infeasible for the following reasons:

Reduced Revenues – Under the Stand Alone Grocery Store Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the No Project Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Stand Alone Grocery Store Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Mixed Use Land Uses – The Stand Alone Grocery Store Alternative would not facilitate the vertical mixing of neither uses nor take full opportunity of the transit facilities nearby. I would also create a surface parking lot or garage which would have limited urban design appeal and impacts on the pedestrian oriented design goals of the Revised Plan.

The Stand Alone Grocery Store/Retail Along Bayshore Boulevard alternative is rejected as infeasible due to the loss of revenues from the reduction in dwelling units the reduced beneficial effect on Visitacion Valley housing opportunities, and the reduced impact on San Francisco's ability to achieve a better citywide balance between employed residents and jobs and ability to increase housing concentration near commercial uses, transit, and other services. This alternative fails to capitalize on the full transit-oriented opportunities of the Schlage Site, and instead results in a single use retail and parking area next to a light rail station. This alternative does not present any significant benefits over the Project regarding identified environmental impacts. Therefore, it is infeasible for the economic, legal, social, technological, and other considerations set forth here and in the FEIR. This Alternative is rejected.

**Rejected Alternative #4 – Preservation and Re-Use of All Schlage Lock Plant 1 Building**

This alternative would preserve two additional buildings more than the Proposed Project which includes the preservation and re-use of the Old Office Building as a community center. The two additional buildings are Building B - the Sawtooth Building of approximately 188,000 square feet and Building C - the Ancillary Building, of approximately 1,500 square feet. These buildings are considered contributory to a potential "Schlage Lock Historic Site." This alternative suggests the re-use of these buildings as additional community space. This alternative would result in approximately 200 fewer net residential units compared to the proposed Project.

*Population and Housing.* This alternative would have reduced beneficial effects when compared to the proposed Project due to the reduced dwelling units. As a result of the reduction in residential uses, this alternative does not achieve the jobs/housing balance or affordable housing production benefits that are important Project Objectives.

*Aesthetics.* This alternative would result in similar potentially significant, aesthetic and visual resource impacts as the Project. Portions of the Sawtooth Building create a tall blank along Bayshore Boulevard and thus this Alternative does not achieve all of the urban design objectives of the Design for Development.

*Transportation and Circulation.* This alternative would result in a greater traffic trip generation than the proposed Project both in terms of daily and P.M. peak period traffic generation and potentially increased intersection impacts as the increased community uses, while not defined, could draw more activity to the site, particularly in the afternoon. Additionally, this alternative would eliminate at least one major circulation connection within the site and another to Bayshore Boulevard.

*Cultural and Historic Resources.* This alternative would result in fewer potentially significant impacts on cultural and historic resources than all other alternatives as it would rehabilitate two more "contributory" buildings to a potential Schlage Lock Factory Historic Site. There would still be significant, unavoidable impacts to the historic resources as a result of this alternative.

Attainment of Project Goals and Objectives. As compared to the proposed Project, this alternative would be less effective in attaining the Proposed Project Objectives and would potentially have more negative environmental impacts due to the increased vehicle trips and impeding the remediation of hazardous materials in the soils under the buildings to be preserved.

**Reduced Revenues –** Under the Preservation Alternative, the Agency will receive less tax increment revenues, which would result in fewer resources being invested back into the neighborhood and its revitalization. Consequently, the Preservation Alternative would not achieve the Project objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The Preservation Alternative would provide less housing overall and substantially less affordable housing than with the Project.

Reduced Economic and Business Vitality – The Preservation Alternative will provide fewer resources for economic revitalization efforts along Leland Avenue, such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The Preservation Alternative would reduce project revenues and remove land available for other uses including streets and parks. Therefore, this alternative would make infeasible some of the plans for open space, construction of new streets and improved access from Zone 1 to public transportation along Bayshore Boulevard.

The Preservation and Re-use Alternative is rejected due to its potential negative impacts on the remediation efforts to clean up hazardous materials in the soil, and its loss of revenue due to the reduction in dwelling units. The Preservation and Re-use Alternative interferes with the new circulation system proposed including roadways and pedestrian pathways. This alternative also reduces the transit-oriented uses envisioned in the Refined Projects goals and does not fully utilize the opportunities of the Schlage Site for new housing production, including affordable housing development. It would also mean a reduction of other community benefits including constraints on the inter-connected open space system and reductions of the existing Visitacion Valley impact fees for community facilities would not be collected or distributed to the Visitacion Valley community. Therefore, this alternative is infeasible for the economic, legal, cultural, environmental, technological, and social considerations set forth here and in the FEIR. This Alternative is rejected.

**Rejected Alternative #6: Planning Code Changes but No Redevelopment Plan**

This alternative would adopt the 2008 Design for Development, the General Plan Amendments and the Planning Code changes for the proposed Project, but it would not adopt the Visitacion Valley Redevelopment Plan. The Redevelopment Agency would not participate in the Project. As a result, the following implementation actions would not occur: (1) housing improvement actions, such as facilitation of affordable housing programs and units; (2) business revitalization actions, including, but not limited to, promotion of existing business, attraction of new businesses, and encouragement and assistance to private sector investment (e.g., financing of insurance premiums); and (3) blight elimination actions, including but not limited to, acquisition and/or demolition of blighted and deteriorated properties, rehabilitation of existing structures and improvements, disposal (sale, lease, etc.) of properties to public or private entities, and clean-up and remediation of existing hazardous materials.

All future development would occur solely through the efforts of the private sector. As a result, the growth increment to facilitate the Project would occur at a slower rate.

Specifically, it would not be completed by 2025, and it is projected that approximately only 75% of the proposed Project would be completed by that time. This would mean that only 75% of the new residential units would be developed by this time and only 75% of the new retail square footage would be developed. The higher affordable housing production requirements proposed by the Redevelopment Plan would not be imposed or facilitated by the new development in Zone 1 or Zone 2. It would also mean that significant amounts of the tax increment revenues would not be collected or distributed to the Visitacion Valley community for community benefits or affordable housing. This alternative would also eliminate the community center uses in the Old Office Building as there would be no public agency to facilitate its redevelopment.

*Land Use.* This alternative would generally create new beneficial land use elements under the Design for Development but such improvements would likely occur at a slower rate and to a reduced degree of beneficial uses.

*Population and Housing.* This alternative would have a reduced beneficial effect by 2025 in achieving a better city-wide balance of jobs and housing concentrated near commercial uses, transit, and other services as development would be expected to take place over a longer period of time. This alternative would reduce the affordable housing production planned under the Revised Plan.

*Cultural and Historical Resources.* This alternative would result in greater potentially significant impacts on cultural and historic resources due to the potential lack of preservation and rehabilitation of the Schlage Lock Old Office Building.

*Hazards and Hazardous Materials.* This alternative would not necessarily negatively impact the current remediation program. However, the delay of the development in Zone 1 may inhibit the remediation activities from occurring on a timely basis.

*Public Services.* This alternative would not result in any significant public service impacts. However, the beneficial effects of the improvements to the Project Area park and public open space may not occur.

Attainment of Project Goals and Objections. This alternative would be substantially less effective in attaining the Project Objectives. Specifically, some historic and cultural resources may be lost, public benefits such as affordable housing and open space may be reduced, delays in development could reduce impact fees in real dollars to the community facilities, and services proposed for the Visitacion Valley neighborhood, and remediation activities may be slowed considerably without redevelopment activities.

Reduced Revenues – Under the No Redevelopment Alternative, the Agency will receive no tax increment revenues, which would result in very few resources being invested back into the neighborhood and its revitalization. Consequently, the Reduced Housing Alternative would not achieve the Project Objectives of stimulating economic revitalization or eliminating conditions of blight in the Project Area.

Reduced Housing – The No Redevelopment Alternative would provide substantially less affordable housing than with the Redevelopment Plan.

Reduced Economic and Business Vitality – The No Redevelopment Alternative will provide very few resources for economic revitalization efforts such as façade improvements, catalyst development programs, business improvement programs, or neighborhood promotional opportunities.

Reduced Community Enhancement Opportunities – The No Redevelopment Alternative and would make infeasible the plans for community enhancements, such as improvements to open space, expanded public facilities, construction of streetscape enhancement, and improved access to public transportation.

The Planning Code Changes But No Redevelopment Plan alternative is rejected as infeasible as it would not provide for the facilitation of affordable housing programs and units, the promotion of existing businesses as well as the attraction of new businesses and private sector investment in the Visitacion Valley community, the lack of area rejuvenation and blight elimination, and the remediation of hazardous materials. This alternative would also have a reduced effect on achieving better citywide balance of jobs and housing concentrated near commercial uses, transit, and services, negatively impact the preservation and rehabilitation of the Schlage Lock Office Building, and would be less effective in obtaining the Project's goals and objectives. This alternative does not present any benefits over the Project regarding identified environmental impacts. Therefore, it is infeasible for the economic, legal, cultural, environmental, technological, and social considerations set forth here and in the FEIR. This Alternative is rejected.

#### **ARTICLE 4. FINDINGS REGARDING MITIGATION MEASURES**

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this section concern mitigation measures set forth in the FEIR. These findings discuss mitigation measures as proposed in the FEIR and recommended for adoption by the Planning Commission and the Redevelopment Commission, which can be implemented by the Agency and City agencies or departments, including, but not limited to, the Department of City Planning ("Planning Department"), the Department of Public Works ("DPW"), the Municipal Transportation Agency ("MTA"), the Department of Building Inspection ("DBI"), and the Department of Public Health ("DPH").

Primary responsibility for implementation and monitoring of mitigation measures will be shared by the Agency and Planning Department. The Redevelopment Plan provides that the Agency may enter into a cooperation and delegation agreement with the Planning Department outlining shared responsibilities for design and site permit review. A proposed Visitacion Valley Cooperation and Delegation Agreement ("Cooperation Agreement") is under consideration by both Commissions. The Agency expects to retain final approval authority as to design and site permit review, after consulting with the



Planning Department, in Zone 1 through the entitlement provisions of a Master OPA. The Agency will delegate to the Planning Department, in consultation with Agency staff, approval authority of development in Zone 2. Therefore, the Planning Department would be responsible for implementing mitigation measures for development to be approved by the Planning Department under the authority delegated by the Agency in Zone 2 and the Agency would be responsible for implementing mitigation measures as to development where the Agency retains final approval authority in Zone 1. As the precise responsibility for mitigation measure implementation will be dictated by the Cooperation Agreement between the Planning Department and the Agency, the findings provide that both the Agency and the Planning Department, would implement mitigation measures that will apply during the design and site permit review stages.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission and the Redevelopment Commission find that, based on the record before it, the mitigation measures proposed for adoption in the FEIR are feasible, as explained further below, and that they can and should be carried out by the identified agencies at the designated time. The Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission and Redevelopment Commission acknowledge that if such measures are not adopted and implemented, the Project may result in additional significant unavoidable impacts. Additionally, the Final EIR identified some potential significant and unavoidable impacts with no possible mitigation to reduce the impact to a less than significant level. For these reasons, and as discussed in Article 5, the Planning Commission and Redevelopment Commission are adopting a Statement of Overriding Considerations as set forth in Article 6.

The Findings in this section concern mitigation measures set forth in the FEIR. Most of the mitigation measures identified in the FEIR that will reduce or avoid significant adverse environmental impacts are proposed for adoption and are set forth in Exhibit 1, in the Mitigation Monitoring and Reporting Program. However, some of the mitigation measures set forth in the FEIR that are needed to reduce or avoid significant adverse environmental impacts are rejected because of secondary impacts identified in the FEIR or are modified to reduce those secondary impacts. The Draft EIR has listed these impacts as significant and unavoidable because of secondary impacts or uncertainty regarding the implementation of necessary mitigations. A handful of the transportation improvements found to be infeasible or found to have significant secondary impacts in the FEIR are proposed in Exhibit 1 to be considered as options for further study and design as conditions change in the area, and their potential for implementation changes. The recommended and modified mitigations are described below in Section 4.1. Those

mitigations rejected because of secondary impacts are described in Section 4.2 along with the reason for rejecting those mitigations as identified in the FEIR.

The measures listed in the FEIR as improvement measures that the Agency or City Agencies may take to reduce a less-than-significant impact associated with the Project have been included in Exhibit 1. These measures are listed in Exhibit 1 as Improvement Measures. For projects in which the Agency retains final approval authority, as explained above, the Agency will incorporate the Improvement Measures into its project approval actions, as appropriate.

**Section 4.1 Mitigation Measures Recommended by the Planning Commission and the Redevelopment Commission for Adoption As Proposed For Implementation by City Departments and the Agency.**

The Planning Commission finds that the following measures presented in the FEIR will mitigate, reduce, or avoid the significant environmental effects of the Project. They are recommended for adoption and joint implementation by the Agency and City Departments with applicable jurisdiction in the approval of specific developments that implement the Project, as set forth below.

**Land Use.**

Mitigation

No significant environmental impact has been identified; no mitigation is required.

**Population and Housing.**

Mitigation

No significant environmental impact has been identified; no mitigation is required.

**Visual Quality.**

Mitigation Measure 7.1

As discussed in the FEIR in Section 7.3.5, the proposed building height increase from 40 ft. to 55 ft. could have potentially significant impacts on existing “finer grained” residential properties along the west edge of Zone 2. This mitigation measure will add to the Design for Development additional building bulk and/or building articulation controls specifically tailored to reduce the potential visual effects of greater building height and mass on the west edge of Zone 2 to a level of less than significant. Such amended controls include setbacks and relational height limitations. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### Mitigation Measure 7.2

Nighttime lighting affiliated with Project facilitated development in Zone 1 could have adverse effects on nighttime views of and within the Project Area from the surrounding and internal neighborhood vantage points. This mitigation measure will add to the Design Development a set of Development Controls and Design Guidelines for lighting, focusing on nighttime internal and exterior lighting of multi-story buildings and nighttime lighting of new outdoor spaces, including the following or similar measures: prohibit exterior illumination above 40 feet, require tinting of outward oriented glazing above 40 feet sufficient to reduce the nighttime visual impacts of internal lighting, and require adequate shielding of light sources, use of fixtures that direct light downward, light sources that provide more natural color rendition, possible use of multiple light level switching, non reflective hardscapes, and avoidance of light source reflection off surrounding exterior walls. This measure will reduce the identified significant impacts to a level of less-than-significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### **Transportation.**

Projected intersection turning movement volumes under Existing plus Project conditions would cause significant deterioration in levels of service at the following local intersections during typical weekday peak hours:

Weekday A.M. peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F),
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F),
- Bayshore Boulevard/Visitación Avenue (LOS C to LOS F),
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F), and
- Tunnel Avenue/Blanken Avenue (LOS B to LOS F).

Weekday P.M. peak hour:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F), and
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F).

### Mitigation Measure 8-1A

This mitigation measure will incorporate intersection improvements at the following intersections: Bayshore Boulevard/Blanken Avenue, Bayshore/Arleta/San Bruno, and Tunnel Avenue/Blanken Avenue.

At **Bayshore and Blanken** the mitigation measure would restripe the westbound approached to create exclusive lanes for left-turns and right-turns.

At the complex **Bayshore/Arleta/San Bruno** intersection, the mitigation measure will modify the signal timing of the traffic light to shift 6 seconds from the northbound left

turn green time to the southbound through movement. The intersection signals would also be modified to provide transit priority for the various Route 9 buses utilizing the left hand turn signal, and thus overriding the green time shift when buses are present.

At the intersection of **Tunnel and Blanken** a new traffic signal will be installed replacing the existing four-way stop control. The intersection will be restriped to provide two lanes in every direction to facilitate turning movements.

The Planning Commission and the Redevelopment Commission adopt this mitigation measure and the modifications to these intersections.

#### Mitigation Measure 8-1 B

For the intersection of **Bayshore and Leland**, the FEIR identified an alternative mitigation measure 8.1B, which proposed eliminating the planned left turn from southbound Bayshore into the Schlage Lock site. This mitigation does create secondary impacts to left hand turning movements at the intersections of Bayshore and Visitacion and Bayshore and Sunnydale, described below in Mitigation 8-3. The Planning Commission and the Redevelopment Commission adopt this mitigation measure and remove the left hand turn from the proposed Revised Project.

#### Mitigation Measure 8-1 C

Mitigation 8-1C requires the preparation and implementation of a Transportation Management Plan (TMP) for the Zone 1 development. This TMP would include the following elements: Identification of a transportation coordinator, Establishment of a resident website, Carpool match services, Carshare hubs, Real-time transit information, Reduced fee transit pass program, Provision of bike facilities for residents, Parking supply reductions, Unbundled parking supply, and/or Metered/paid parking. See Mitigation Measures 8-1C and 9-2 in the EIR for complete details.

Implementation of the mitigation measures 8-1 A, B and C, listed above, would only reduce two of the seven listed weekday peak hour Project impacts on intersection operations to less-than-significant levels (Tunnel Avenue/Blanken Avenue and Bayshore and Leland). The following three intersections would remain at LOS F:

- Bayshore Boulevard/Blanken Avenue (weekday A.M. peak hour),
- Bayshore Boulevard/Visitacion Avenue (weekday A.M. peak hour), and
- Bayshore Boulevard/Sunnydale Avenue (weekday A.M. peak hour).

Mitigation 8-1 B resolves the operational impacts of the Bayshore Boulevard/Leland Avenue intersection however this results in secondary impacts to left hand turning movements and thus the impact of the Project to this intersection remains significant.

The Project is considered to have a significant unavoidable impact at these four Bayshore Boulevard intersections. These mitigation measures (8-1 A, B, and C) will reduce the

level of impacts of the Project on these intersections but not to a less-than-significant level. Only the Project impact at the intersections of Tunnel Avenue/Blanken Avenue would be reduced to a less-than-significant level with implementation of the associated mitigation described above. The Planning Commission and the Redevelopment Commission adopt these mitigation measure and recommends that the Agency, DPW and MTA implement the various elements of this measure.

#### Mitigation Measure 8-2

Projected Existing plus Project traffic volume increases in the peak hours would result in significant deterioration in levels of service on U.S. 101 between I-280 and Third/Bayshore, and U.S. 101 between Sierra Point Parkway and I-380 as detailed below:

Weekday A.M. peak hour:

- U.S. 101 between I-280 and Third/Bayshore -- northbound (LOS D to LOS E);
- U.S. 101 between I-280 and Third/Bayshore southbound (LOS E to LOS E); and
- U.S. 101 between Sierra Point Parkway and I-380 -- northbound (LOS D to LOS E).

Weekday P.M. peak hour:

- U.S. 101 between I-280 and Third/Bayshore -- northbound (LOS D to LOS E).

Due to freeway geometry and space constraints at these two locations, there are no feasible mitigation measures that could be implemented to reduce the Project's LOS impacts to less-than-significant levels. Implementation of Mitigation 8-1C (individual project Transportation Management Plans) would decrease the number of vehicle trips generated by the Project and reduce the impacts to the study freeway segments, but not to a less-than-significant level. Therefore, the Project would have a significant unavoidable impact on these two freeway segments.

#### Mitigation Measure 8-3

Project A.M. peak hour maximum queue length conditions and P.M. peak hour average and maximum queue length conditions, queues waiting to turn left might not be fully contained within the existing and proposed left-turn pockets from Bayshore Boulevard via the three intersections at Leland Avenue, Visitacion Avenue, and Sunnydale Avenue.

The proposed mitigation measure would reduce impacts by extending the southbound left-turn pocket lengths by 80 feet at Visitacion Avenue, subject to MTA identifying an appropriate relocation placement for the bus stop on Bayshore Boulevard south of Leland Avenue. This mitigation measure, however would still not be sufficient to accommodate maximum queues in the weekday P.M. peak hour and thus would not reduce impacts to a level of less than significant.

The left hand turn pocket at Leland is eliminated from the proposal by Mitigation Measure 8-1B above.

The mitigation option to increase the access from Bayshore Boulevard by extending the southbound left-turn pocket lengths by 100 feet at Sunnydale Avenue and 80 feet at Visitacion Avenue was found to be infeasible in the FEIR due to secondary impacts to transit, parking, and bicycle routes.

Exhibit 1 also includes an improvement measure to work with the City of Brisbane and UPC toward the establishment of an internal connection from Zone 1 to the east side of the Bayshore Boulevard/ Geneva Avenue intersection. This would provide an alternative access point into the site from Bayshore Boulevard south of the constraints imposed by the track rights-of-way of the light rail line, allowing additional turn pockets to be developed within the median.

Although the Project's Bayshore Boulevard southbound access queuing impacts are considered to be significant and unavoidable, the Planning Commission and the Redevelopment Commission adopt these mitigation and improvement measures and recommends that DPW and MTA implement this measure including relocation of the west-side Bayshore/Leland bus stop, and the Agency and MTA coordinate with the City of Brisbane regarding the additional connection route south of the Project.

#### Mitigation Measure 8-4

In the analysis of the 2025 Cumulative Scenario, the FEIR found that without the benefit of Regional Transportation Improvements, the Project contributes traffic volumes to intersection turning movement volumes that would cause significant deterioration of Levels of Service at the following intersections:

Weekday A.M. peak hour-

- Bayshore Boulevard/Tunnel Avenue (LOS B to LOS E).

Weekday PM peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F);
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS B to LOS F);
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F);
- Tunnel Avenue/Blanken Avenue (LOS A to LOS F), and
- Alana Way/Beatty Avenue (LOS B to LOS F).

This mitigation measure will modify signal timing at **Bayshore Boulevard/Tunnel Avenue**, and signalize the intersection and restriping southbound Alana Way at **Alana Way/Beatty Avenue**. These two study intersections would continue to operate with unacceptable conditions (LOS E or F) during the weekday A.M. peak hour with these

mitigations. Implementation of Mitigation 8-1C (Transportation Management Plan) would decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

No feasible additional mitigation measures have been identified that would sufficiently improve 2025 Cumulative intersection operating conditions to LOS D or better conditions, except implementation of the Bi-County Regional Transportation Improvements discussed further in the FEIR and in Mitigation 8-6 below. If these improvements are undertaken the Alana Way/Beatty Avenue intersection would likely be removed and this portion of the mitigation would not be implemented. Establishing a fair share contribution to the implementation of the future transportation improvements would serve as a replacement mitigation measures for future impacts of the Project.

Therefore, the Revised Project contributions to this cumulative effect would be considered significant and unavoidable impact. The Planning Commission and the Redevelopment Commission adopt this mitigation and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority coordinate with the City of Brisbane and implement this measure.

#### Mitigation Measure 8-5

Levels of Service would significantly deteriorate at the following freeway segments:

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

To improve the affected freeway segment conditions, additional mainline capacity would be needed, which would require land acquisition by another agency with jurisdiction to make such acquisition and involve substantial costs, jurisdictional issues, and in some areas physical geographic constraints of natural features. With limited transportation funding resources, such freeway investments are not considered of highest priority over regional transit investments; consistent with the City's Transit First Policy, and regional planning efforts of the Association of Bay Area Governments or the Metropolitan Transportation Commission. More specifically:

- Freeway mainline widening to provide acceptable operating conditions would require substantial right-of-way acquisition, and substantial reconstruction of the affected freeway links and associated existing over-crossings, the cost of which far exceed the reasonable capacity and responsibility of the Project, and for which no inter-jurisdictional fair share funding mechanism has been established;
- The co-lead Agencies (Planning Department and Redevelopment Agency) do not have jurisdiction over the affected freeway right-of-way; the necessary right-of-way acquisition would necessarily involve Caltrans use of its eminent domain powers;
- Expansion of portions of the affected freeway segment rights-of-way is constrained by existing topography; and
- Acquisition of portions of the necessary additional freeway mainline and associated under- and over-crossing right-of-way, and subsequent construction of the necessary freeway mainline widening and associated under- and overcrossings, could not be achieved without the displacement of existing households and businesses and demolition of existing residential and commercial structures. Such displacement of existing households and businesses is contrary to current Agency policy and City policy.

Mitigation of this impact is therefore considered to be infeasible and the Project-related contribution to 2025 cumulative freeway segment congestion represents a significant unavoidable impact. Implementation of Mitigation 8-1C, in the EIR however, would decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

#### Mitigation Measure 8-6

The Levels of Service at the following freeway on-ramps would be unacceptable:

Weekday A.M. peak hour:

- U.S. 101 northbound on-ramp from Bayshore Boulevard/Third Street (LOS C to LOS F); and
- U.S. 101 southbound on-ramp from Beatty Avenue/Alana Way (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 northbound on-ramp from Harney Way (LOS D to LOS F); and
- U.S. 101 southbound on-ramp from Beatty Avenue/Alana Way (LOS C to LOS F).

This mitigation measure would reduce the impact to less than significant through the construction of the proposed new on-ramps at Geneva Avenue. This facility will be constructed through a joint effort of the Cities of Brisbane and San Francisco and the project sponsors of the Baylands and Candlestick developments. Other developments



including the Project will be required to provide a fair share contribution to planned regional improvements. The Bi-County Transportation Project will provide the mechanism for this funding analysis. The mitigation requires the Agency, the master developer of Zone 1, and significant projects in Zone 2 to participate and contribute to the Bi-County program.

The Planning Department and the Agency will continue to participate in the current Bi-County Transportation Planning Study, will continue to advocate and participate in similar interjurisdictional study, planning and fair share funding efforts, and will continue to advocate alternative travel modes and habits, including, but not limited to, measures to incentivize increased Muni and Caltrain transit ridership, establish freeway onramp metering in the area, and to establish HOV lanes in the area. The Planning Department and Redevelopment Agency are equally committed to requiring participation in any additional intra-jurisdictional projects that would mitigate the impacts identified in the FEIR.

The Planning Commission and the Redevelopment Commission adopt this mitigation and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority coordinate with the City of Brisbane and implement this measure.

#### Mitigation Measure 8-7

Assuming implementation of the planned future regional roadway network changes, as described in the FEIR, unacceptable operating conditions would remain at the following intersections:

Weekday A.M. peak hour only:

- Bayshore Boulevard/Leland Avenue (LOS F);
- Bayshore Boulevard/Visitation Avenue (LOS E);
- Bayshore Boulevard/Sunnydale Avenue (LOS F); and
- Tunnel Avenue/Blanken Avenue (LOS E).

Weekday P.M. peak hour only:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS E); and
- Bayshore Boulevard/Leland Avenue (LOS E).

**At Bayshore Boulevard/Leland Avenue**, modify signal timing by shifting 6 seconds from the northbound left-turn movements to the through movements and modify the westbound approaches to create two lanes at the intersection: a left-through lane and an exclusive right-turn lane.

Implementation of this proposed signal timing modification mitigation measure would be dependent upon an assessment of transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect Muni transit operations, signal progressions, pedestrian minimum green time requirements, and

programming limitations of signals. Because this finding regarding signal capacity and pedestrian movements cannot be assured by MUNI and because the mitigation could potentially impact transit operations, the 2025 cumulative intersection impact is considered by the FEIR to be significant and unavoidable.

**At Bayshore Boulevard/Sunnydale Avenue:** modify signal timing by shifting 4 seconds from the northbound/southbound left-turn movements to the eastbound/westbound movements and stripe the westbound approaches to create two lanes at the intersection: a shared left-through lane and exclusive right-turn lane. Implementation of this proposed signal timing modification mitigation measure would be dependent upon an assessment of transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect Muni transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals. Because this finding cannot be assured, and because the mitigation could potentially impact transit operations this 2025 cumulative intersection impact is considered by the FEIR to be significant and unavoidable.

**At Tunnel Avenue/Blanken Avenue** the mitigation called for signaling the intersection as described in Mitigation 8-1A. This intersection meets the criteria for peak hour signal warrant. It would be possible to modify this intersection from an all-way stop to a signalized intersection under the 2025 Cumulative condition. Implementation of this measure would reduce this impact to a less-than-significant level.

Although portions of this mitigation measure cannot be assured for the reasons described above, the Planning Commission and the Redevelopment Commission adopt this mitigation measure and recommend that DPW, MTA, the Planning Department, the Agency and the Transportation Authority implement these intersection modifications to the extent possible.

#### Mitigation Measure 8-8

Assuming implementation of the planned future regional roadway network changes, listed under Impact 8-7 above, the projected 2025 Cumulative impacts on study freeway segments identified under Impact 8-5 above would still occur. Mitigation of this impact, however, is infeasible as the projected poor 2025 cumulative conditions on these freeway segments could only be improved by creating additional mainline capacity, which, as discussed above, under Mitigation Measure 8-5, is not feasible. Implementation of Mitigation 8-1C (Transportation Management Plan) would help decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's significant contribution at these locations, but not to a less than-significant level.

Improvement measures have been suggested in Exhibit 1 to shift additional vehicles trips off of the Highway One Corridor, including promoting regional rail transit by local residents if and when Caltrain introduces more frequent service at the Bayshore Station, promoting the use of shuttle linkages and future Bus Rapid Transit facilities to BART, facilitating enhances SamTrans transit service between the Project and employment

centers in San Mateo County, and assisting Caltrans toward the implementation of HOV lanes and ramp metering along the US 101 corridor.

The Planning Commission and the Redevelopment Commission adopt these mitigation and improvements measures and recommends that DPW, MTA, the Planning Department, the Agency and the Transportation Authority implement these measures.

#### Mitigation Measure 8-9

The new vehicle-trips generated by the Project would result in long delays at several Bayshore Boulevard intersections, as indicated above under Impacts 8-1, 8-3 and 8-4. Related intersection improvement and left-turn pocket extension measures have been identified under Mitigations 8-1, 8-3 and 8-4 to mitigate these traffic impacts. Because these measures would not fully mitigate the associated traffic impacts, and could result in additional impacts associated with the relocation of a Muni bus stop, this Project-related local transit service delay impact would be considered significant and unavoidable. Implementation of Mitigation Measure 8-1C (Transit Management Plan), would reduce the number of vehicle trips but not to a number less than significant.

In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures: Consistent with the Design for Development, implement building design features that promote the primary access to new Project Area buildings from transit stops and pedestrian areas, and discourage the location of primary access points to new Project Area buildings through parking lots and other auto-oriented entryways; implement recommendations of the San Francisco Better Streets Plan in the Project Area, which are designed to make the pedestrian environment safer and more comfortable for pedestrians, including traffic calming strategies, sidewalk corner bulbs, and other features. Provide transit amenities at key light rail and bus stops in the Project Area, including "Next Bus" passenger information, accurate and usable passenger information and maps, and adequate light, shelter, and sitting areas.

Because of the impact on bus movements of the 2025 cumulative intersection impacts along Bayshore, and despite the measures above, the Project still is considered by the FEIR to have a potentially significant and unavoidable impact on transit operations. The Planning Commission and the Redevelopment Commission adopt this mitigation and recommend that the Planning Department, the Agency DPW, and MTA implement this measure.

### Mitigation Measure 8-10

Implementation of the Project-proposed new southbound Bayshore Boulevard left-turn pocket into Zone 1 at Leland Avenue (see associated Mitigation 8-3) would necessitate the elimination of the existing southbound bicycle lane segment between Leland Avenue and Raymond Avenue. This would result in a gap in the bicycle lane network, which would result in a potentially significant impact to bicycle conditions. This mitigation measure would eliminate the impact of bicycle facilities by not constructing a new southbound left-turn into Zone 1 at Leland Avenue (also Mitigation Measure 8-1B).

The Planning Commission and the Redevelopment Commission adopt this mitigation and remove the proposed southbound left turn pocket from the Project proposal.

### **Air Quality.**

#### Mitigation Measure 9.1A – 9.1D

Remediation, demolition, and construction activities permitted and/or facilitated by the proposed redevelopment program may generate exhaust emissions and fugitive dust that could temporarily impact air quality. This mitigation measure will require the implementation of dust control measures by demolition contractors and for:

- demolition activities;
- remediation, grading, or construction activity;
- for debris and soil stockpiles; and
- undeveloped parcels.

The mitigation also requires emission controls for all diesel powered construction equipment used by contractors. These mitigations, described in detail within Exhibit 1, will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

#### Mitigation Measure 9.2

Development under the redevelopment program will generate traffic related regional increases in air pollutant emission. This mitigation measure established measures set forth in the Design for Development and the Planning Code to promote walking, biking, and transit use as alternative modes of transportation. Additionally, emissions control strategies will be applied to project facilitated discretionary mixed use, residential, commercial, and cultural development activities within the Project Area in order to reduce overall emissions from traffic and area sources. These strategies include: the inclusion of bicycle lanes where reasonable and feasible, use of transportation information kiosks, encouraging use of public transit, ridesharing, van pooling, use of bicycles, and walking, developing parking enforcement and fee strategies that encourage the use of mass transit, preferential parking for electric and alternative fuel source vehicles, enforcement of truck idling restrictions, the development of Transportation

Demand Management Programs for large commercial land uses, require energy efficient building designs, discouraging the use of gasoline powered landscape equipment, and requiring fireplaces to be low emitting fireplaces.

Despite these mitigations, the Project may have remaining significant impacts to cultural resources that cannot be mitigated. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency and Planning Department implement this measure.

### **Cultural Resources.**

#### Mitigation Measure 10.1

The Visitacion Valley Redevelopment Program may cause substantial adverse changes in the significance of one or more identified potential historic resources if future individual development projects do not incorporate measures that ensure project related changes to historic resources are performed in accordance with the following mitigation measure. Mitigation Measure 10-1 will require that proposed changes to a historic resource be performed in accordance with either: (1) Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. If the proposed changes cannot be made in accordance with the aforementioned guidelines, the project applicant shall:

- (a) Have documentation of the affected historical resource and its setting prepared,
- (b) Undertake an oral history project that includes interviews with several long-time residents of Visitacion Valley and former employees of the Schlage Lock Factory,
- (c) If preservation of resource is not possible, the building shall, if feasible, be stabilized and relocated to another appropriate site,
- (d) If preservation or relocation is not feasible, the resource shall be salvaged or reused to the extent feasible, or
- (e) If the resources must be demolished, project applicant shall incorporate a display featuring historic photos of the affected resource and a description of its historical significance.
- (f) If demolition is required, project applicant is eligible to mitigate project related impacts by contributing funds to the City to be applied to future historic preservation activities or provide in-kind historic resource preservation activities in the Project Area.

The Planning Department and Planning Commission adopt this measure and recommend that the Planning Department in conjunction with the Agency, implement this measure. Despite these mitigations, the Project may have remaining significant impacts to cultural resources that cannot be mitigated. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### Mitigation Measure 10.2

New development facilitated by the redevelopment program could disturb one Native American habitation site (CA-SFR-35), the Ralston Shellmound, and remains associated with the Union Pacific Silk Manufacturing Company. This mitigation measure consists of requiring the project sponsor to retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology, to consult, test, monitor, and prepare plans and reports concerning the project and to work with the Planning Department and the City's Environmental Review Officer ("ERO"). The Planning Commission and the Redevelopment Commission adopt this measure and requires as any future condition of approval or development agreement that the project sponsor implement this measure.

### Mitigation Measure 10.3

New development facilitated by the redevelopment program in Zone 1, could disturb unrecorded archaeological resources. This mitigation measure requires the project applicant to consult with the Planning Department prior to any development at the Schlage Lock site and, if necessary and instructed to do so by the Planning Department, undertake an Archaeological Monitoring Program, Archaeological Data Recovery Program, or Final Archaeological Resources Report. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### Mitigation Measure 10.4

New development facilitated by the redevelopment program in Zone 2, could disturb unrecorded archaeological resources. This mitigation measure requires the project applicant to consult with the Planning Department prior to any development in Redevelopment Zone 2 and, if necessary and instructed to do so by the Planning Department, distribute a San Francisco Planning Department archaeological resource "ALERT" sheet to all prime contractors and subcontractors, suspend any activities if there is any indication of an archaeological resource is encountered at site, if the ERO determines a resource may be present, obtain a archaeological consultant to recommend what action, if any, is necessary, and implement any appropriate mitigation measures required by the ERO. If required, the project archaeological consultant shall submit a Final Archaeological Resources Report to the ERO. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### Mitigation Measure 10.5

The project could potentially encounter paleontological resources. This mitigation measure requires the project applicant to halt all ground disturbances, if any paleontological resources are encountered, until the services of a qualified paleontologist

can be retained to identify and evaluate the resource and recommend any mitigation measures, if necessary. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department and DBI implement this measure.

### **Hazards and Hazardous Materials.**

#### Mitigation Measure 11-1

There is a possibility that Project-facilitated demolition, renovation, and new construction activity in Zone 2 could encounter and expose workers to existing spilled, leaked, or otherwise discharged hazardous materials or wastes. This mitigation measure will require each developer of a site in Zone 2 to comply with all applicable existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or groundwater contamination. In particular, these include the requirements of the City and County of San Francisco, the Regional Water Quality Control Board (“RWQCB”), and the Department of Toxic Substance Control (“DTSC”). The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Planning Department and DBI implement this measure.

### **Hydrology and Water Quality.**

Runoff resulting from redevelopment program-facilitated development would contribute to existing combined sewer overflows from the City's sewer system, particularly into Candlestick Cove from the Harney Way box culvert. Although the City is currently in compliance with the NPDES CSO Control Policy, these overflows have the potential to degrade water quality within San Francisco Bay. In addition, since the redevelopment program would result in more traffic in the Project Area and vicinity, the build-up of vehicle-generated urban pollutants that could be washed into storm drains and eventually the Bay would likely increase.

#### Mitigation Measure 12-1 A

This mitigation measure will require the developer(s) to refine the individual development design(s) for Zone 1 as necessary to:

- (1) Provide retention storage facilities and/or detention treatment facilities as needed to ensure that at least 80 percent of total annual runoff either remains on-site or receives an approved level of water quality treatment before discharge into the combined sewer system; and
- (2) Provide a minimum of 25 percent of the surface of setbacks to be pervious.

This mitigation conforms with the recently create Stormwater Design Guidelines and will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommends that the Agency, Planning Department, the PUC and DBI implement this measure.

### Mitigation Measure 12-1 B

This mitigation measure will additionally require stormwater design requirements similar to those described above for the Zone 1 development also be applied to individual infill developments in Zone 2 that meet the proposed San Francisco Public Utilities Commission (SF-PUC) minimum size criteria. This mitigation conforms with the recently create Stormwater Design Guidelines and will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, the PUC and DBI implement this measure.

### Mitigation Measure 12-2

Excavation required for remediation and construction in the Project Area would create a potential for individual on-site soil erosion, which could lead to increased sediment accumulation in downstream sewer lines and, in the event of a combined discharge (CSO), potentially higher turbidity levels in San Francisco Bay. In addition, remediation and construction activities would introduce the potential for fuel or hazardous material spills. If these materials are washed into the sewer system, they could upset the treatment process at the SEWPCP and, if they are part of a CSO, contribute to pollution in the Bay. This mitigation measure will require, for future development within Zone 1, design requirements and implementation measures for minimizing Project-generated erosion and for controlling fuel/hazardous material spills would be set forth in the Zone 1 SWPPP, in accordance with SWRCB and RWQCB design standards. During construction, the SFDPW would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions:

- (1) Following demolition of existing improvements, stabilize areas not scheduled for immediate construction with planted vegetation or erosion control blankets;
- (2) Collect stormwater runoff into stable drainage channels from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows;
- (3) Direct runoff away from all areas disturbed by construction;
- (4) Use sediment ponds or siltation basins to trap eroded soils before runoff is discharged into on-site channels or the combined sewer system;
- (5) To the extent possible, schedule major site development work involving excavation and earthmoving activities during the dry season (May through September);
- (6) Develop and implement a program for the handling, storage, use, and disposal of fuels and hazardous materials. The program should also include a contingency plan covering accidental hazardous material spills;
- (7) Restrict vehicle cleaning, fueling, and maintenance to designated areas for containment and treatment of runoff; and
- (8) After construction is completed, inspect all on-site drainage facilities for accumulated sediment, and clear these facilities of debris and sediment as necessary.



This mitigation will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, the PUC and DBI implement this measure.

**Noise.**

Mitigation Measure 13-1

Remediation, demolition, and construction activities facilitated by the Project (redevelopment program) could temporarily elevate noise levels at nearby residential and commercial receptors during individual, site-specific project remediation and construction periods. This mitigation measure will reduce redevelopment program-related individual project remediation-, demolition-, and construction-period noise impacts on nearby residences and businesses by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional noise abatement measures:

- (1) Prepare detailed remediation and construction plans identifying schedules and a procedure for coordination with nearby noise-sensitive facilities so that remediation and construction activities and the event schedule can be scheduled to minimize noise disturbance;
- (2) Ensure that noise-generating remediation and construction activity is limited to between the hours of 7:00 A.M. to 8:00 P.M., Monday through Friday, and noise levels generated by construction are prohibited on Saturdays, Sundays, and holidays;
- (3) Limit all powered remediation and construction equipment to a noise level of 80 dBA or less when measured at a distance of 100 feet or an equivalent sound level when measured at some other convenient distance;
- (4) Equip all impact tools and equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Equip all pavement breakers and jackhammers with acoustically attenuating shields or shrouds that are in good condition and appropriate for the equipment;
- (5) Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site;
- (6) Route all remediation and construction traffic to and from the sites via designated truck routes where possible;
- (7) Prohibit remediation- and construction-related heavy truck traffic in residential areas where feasible;
- (8) Use quiet equipment, particularly air compressors, wherever possible; and
- (9) Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise sensitive land uses.

Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation component would only be necessary if

conflicts occurred which were irresolvable by proper scheduling. For Zone 1 remediation and larger individual construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about remediation or construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem.

This bundle of mitigation measures will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department, and DBI implement this measure.

#### Mitigation Measure 13-2

Railroad operations could introduce potential ground borne vibration issues if vibration-sensitive developments, such as residences, are proposed close to these operations. This mitigation measure will reduce potential impacts by requiring, prior to the development of habitable buildings within 110 feet of the centerline of the nearest railroad tracks, or within 55 feet of the light rail tracks, a site-specific vibration stud demonstrating that ground borne vibrations associated with rail operations either (1) would not exceed the applicable FTA ground borne vibration impact assessment criteria (see Table 13.5 of this EIR), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors).

This mitigation will reduce impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency, Planning Department and DBI implement this measure.

#### Mitigation Measure 13-3

Project-facilitated noise-sensitive residential, retail, open space, and cultural land use development may exceed "normally acceptable" noise threshold. This mitigation measure will require that site-specific noise studies consistent with the requirements of the State Building Code (SBC) be conducted for all new Project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify appropriate noise reduction measures to be included in project final design. Identified noise reduction measures may include: (1) site planning techniques to minimize noise in shared residential outdoor activity areas by locating such noise-sensitive areas behind buildings or in courtyards, or by orienting residential terraces to alleyways rather than streets, whenever possible; (2) incorporation of an air circulation system in all affected units so that windows can remain closed to maintain interior noise levels below 45 dBA Ldn; and (3) incorporation of sound-rated windows and construction methods in residential units proposed along streets or the Caltrain line where noise levels would exceed 70 dB. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency and Planning Department implement this measure.

## **Public Services.**

No Mitigation Measures are required for this section.

## **Utilities and Service Systems.**

### Mitigation Measure 15-1

The Project has the potential to conflict with state-mandated requirements for 50 percent solid waste diversion if residents/tenants find the locations of recycling carts to be too distant or inconvenient, which could result in a potentially significant impact. This mitigation measure will require final architectural designs for individual developments in Project Area to indicate adequate space in buildings to accommodate three bin recycling containers. Space indicated for recyclables (blue bins) and organics (green bins) shall be larger than the space provided for garbage (black bins). If a waste chute is used, it shall have three separate waste chutes, one each for recyclables, organics, and garbage. Alternatively, an automated system that effectively accommodates three waste streams in a single chute would also be acceptable. The City shall ensure these mitigation measures are included in Project facilitated building construction prior to the issuance of a Certificate of Occupancy. These measures would reduce potential impacts to a level of less than significant. The Planning Commission and the Redevelopment Commission adopt this measure and recommend that the Agency and Planning Department implement this measure.

## **Section 4.2 Rejected Mitigations**

### Mitigation 8-1A

**Bayshore and Leland:** Restripe the existing Leland Avenue connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound lane, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as it has secondary impacts on transit movements and pedestrian travel. This mitigation conflicts with the Leland Avenue Streetscape Design and the traffic calming measures to be installed by this plan. The Alternative Mitigation 8-1 B, removing the southbound left-turn lane on Bayshore at Leland is adopted instead.

**Bayshore and Visitacion:** Restripe the existing Visitacion Avenue connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound lane, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as it has secondary impacts on transit bus movements, truck movements and pedestrian travel. The shifting of the westbound lane to the north will require provide a narrower turning radii for large vehicles particularly buses. Any conflicts created by this constrained turning movement could cause traffic to back up on Bayshore Boulevard. It also increasing the crossing distance for pedestrians traveling along the west-side of Bayshore Boulevard and requires removing on street parking stalls.

**Bayshore and Sunnydale:** Restripe the existing Sunnydale Avenue Connection to the west side of Bayshore Boulevard to create three lanes – one shared left-through eastbound lane, one exclusive right-turn eastbound lane and one westbound lane. This mitigation is rejected as it has secondary impacts on transit movements and pedestrian travel. The shifting of the westbound lane to the north will require provide a narrower turning radii for large vehicles particularly buses. Any conflicts created by this constrained turning movement could cause traffic to back up on Bayshore Boulevard. It is also increasing the crossing distance for pedestrians traveling along the west-side of Bayshore Boulevard and requires removing on street parking stalls.

As described above, no feasible mitigations were found that did not present significant secondary impacts or safety concerns for truck and transit movements for the intersections of Bayshore Boulevard/Visitacion Avenue and Bayshore Boulevard/Sunnydale Avenue. However, as described in Exhibit 1, an improvement measure to revisit the potential for future modifications of these Bayshore Boulevard intersection configurations is required after MUNI considers new bus routes and bus stop locations.

#### Mitigation 8-3

The FEIR discusses options to increase the access from Bayshore Boulevard by extending the southbound left-turn pocket lengths by 100 feet at Sunnydale Avenue. The left-turn pocket extension was found to be infeasible due to secondary impacts to transit, parking, and bicycle routes.

Exhibit 1 also includes an improvement measure to work with the City of Brisbane and UPC toward the establishment of an internal connection from Zone 1 to the east side of the Bayshore Boulevard/Geneva Avenue intersection. This would provide an alternative access point into the site from Bayshore Boulevard south of the constraints imposed by the track rights-of-way of the light rail line, allowing additional turn pockets to be developed within the median.

#### **Section 4.3** Findings on Adoption of a Mitigation Monitoring and Reporting Program

The Planning Commission finds that the Mitigation Monitoring and Reporting Program attached hereto as Exhibit 1 (the “Program”), is designed to ensure compliance during Project implementation. The Planning Commission further finds that the Program presents measures that are appropriate and feasible for adoption and the Program should be adopted and implemented as set forth herein and in Exhibit 1.

#### **Section 4.4** Improvement Measure

In addition to the mitigation measures contained in Exhibit 1, the Exhibit also contains improvement measures for transportation, shown at the end of the Exhibit, which are not required to avoid or reduce significant adverse impact but will reduce a less than

significant impact. CEQA does not require the Agency or other implementing agencies to adopt these measures. Nevertheless, the Agency has expressed its intent to require developers in the Project Area to comply with these measures to the extent feasible when the Agency or the Commissions retains final approval authority over developments through its involvement in funding, acquisition, disposition or development of the property. Exhibit 1 explains how the Agency will ensure that these measures are implemented during the redevelopment process.

#### **ARTICLE 5. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS**

All impacts of the Project would either be less than significant or could be mitigated to less than significant levels, with the exception of the following impacts:

Impact 8-1: Existing Plus Project Impacts on Intersection Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS C to LOS F); and
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F).

Weekday P.M. peak hour:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F).

Although Mitigation 8-1 B resolved the intersection operations at the Bayshore/Leland Intersection, this mitigation has a significant secondary impact through its contribution to Impact 8-3 described below.

Impact 8-2: Existing Plus Project Impacts on U.S. 101 Freeway Segment Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS E); and
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS E).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS E).

Impact 8-3: Project Queuing Impacts at Zone 1 Access Points (see chapter 8--Transportation and Circulation--of the FEIR);

- Southbound Bayshore Boulevard turning left at Visitacion Avenue, and
- Southbound Bayshore Boulevard turning left at Sunnydale Avenue.

Impact 8-4: 2025 Cumulative Impacts on Intersection Operation (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour-

- Bayshore Boulevard/Tunnel Avenue (LOS B to LOS E).

Weekday P.M. peak hour:

- Bayshore Boulevard/Blanken Avenue (LOS B to LOS F);
- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS C to LOS F);
- Bayshore Boulevard/Leland Avenue (LOS C to LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS B to LOS F);
- Bayshore Boulevard/Sunnydale Avenue (LOS C to LOS F);
- Tunnel Avenue/Blanken Avenue (LOS A to LOS F), and
- Alana Way/Beatty Avenue (LOS B to LOS F).

Impact 8-5: 2025 Cumulative Impacts on U.S. 101 Freeway Segment Operation (see chapter Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

Impact 8-7: 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour only:

- Bayshore Boulevard/Leland Avenue (LOS F);
- Bayshore Boulevard/Visitacion Avenue (LOS E); and
- Bayshore Boulevard/Sunnydale Avenue (LOS F).

Weekday P.M. peak hour only:

- Bayshore Boulevard/Arleta Avenue/San Bruno (LOS E); and
- Bayshore Boulevard/Leland Avenue (LOS E).

Impact 8-8: 2025 Cumulative Impacts on U.S. 101 Freeway Segment Operation with Planned Regional Roadway Improvements (see chapter 8--Transportation and Circulation--of the FEIR);

Weekday A.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS D to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS E to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS D to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS F to LOS F).

Weekday P.M. peak hour:

- U.S. 101 between 1-280 and Third/Bayshore -- northbound (LOS E to LOS F);
- U.S. 101 between 1-280 and Third/Bayshore southbound (LOS D to LOS F);
- U.S. 101 between Sierra Point Parkway and 1-380 -- northbound (LOS F to LOS F); and
- U.S. 101 between Sierra Point Parkway and 1-380 southbound (LOS E to LOS F).

Impact 8-9: Project Impacts on Transit Service (see chapter 8--Transportation and Circulation--of the FEIR);

Impact 9-2: Long-Term Regional Emissions Impacts (see chapter 9--Air Quality--of the FEIR);

Impact 10-1: Destruction or Degradation of Historical Resources (see chapter 10--Cultural and Historical Resources--of the FEIR).

## **ARTICLE 6. STATEMENT OF OVERRIDING CONSIDERATIONS**

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b) and the CEQA Guidelines Section 15093, the Planning Commission and the Redevelopment Agency each finds, after considering the FEIR and based on substantial

evidence in said documents, the administrative record and as set forth herein, that specific overriding economic, legal, social, and other considerations independently and collectively outweigh the identified significant effects on the environment and are overriding considerations warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Program. In addition, each Commission finds, in addition to the specific reasons discussed in Article 4 and Article 5 above, that the Project mitigations rejected in Article 4 and the Project Alternatives rejected in Article 5 above are not feasible because they will not achieve or promote all of the goals and objective of the Project. In addition, the approval of the Project is also appropriate for the following specific economic, social, or other considerations resulting from Project approval and implementation:

- (1) Project implementation will alleviate blight and encourage revitalization of the Project Area.
- (2) Project implementation will assist with the evaluation, clean up, and redevelopment of brownfield sites in the project area, particularly Zone 1.
- (3) Project implementation will improve residential conditions and encourage residential activity through the creation of new housing units, especially housing units affordable to very low-, low-, and moderate-income persons and/or households.
- (4) Project implementation will promote the development of commercial facilities that will lead to increased business activity and improved economic conditions in the Project Area.
- (5) Project implementation will facilitate the planning and construction of the development site in Zone 1 as well as throughout the area to leverage increase private investment in businesses and property.
- (6) Project implementation will lead to improved housing opportunities by promoting the creation of approximately 1,577 new residential units that alleviate city and regional housing needs, especially the high demand for affordable housing.
- (7) Project implementation will promote enhanced quality of life in the Project Area through improved open space, residential block revitalization programs on the Schlage Lock Site, improved neighborhood commercial corridors along Leland Avenue and Bayshore Boulevard, and public facilities.
- (8) Project implementation will enable enhanced infrastructure improvements in the Project Area including improvement to local streetscapes and regional transportation facilities.



- (9) Project implementation will facilitate transit-oriented development along Bayshore Boulevard and its connection to the Third Street Corridor as well as the Caltrain Station in support of the City's Transit First Policy.
- (10) Project implementation will assist with coordinated land use planning and revitalization strategies between the existing redevelopment project areas and the Visitacion Valley Redevelopment Project Area.
- (11) Project implementation will assist with the rehabilitation of certain historic resources within the Project Area.
- (12) Project implementation will assist in the development of new retail uses including, but not limited to, a grocery store in Zone 1.

Having considered these Project benefits, including the benefits and considerations discussed in Article 2 above, the Agency finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

**EXHIBIT 1**  
**VISITACION VALLEY REDEVELOPMENT PROGRAM**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Mitigation Responsibility	Mitigation Schedule	Mitigation Responsibility	Monitoring Actions/ Schedule
<i><b>VISUAL FACTORS</b></i>				
<p><b>Mitigation 7-1 Building Scale Compatibility.</b> Add to the Design for Development additional building bulk and/or building articulation controls specifically tailored to reduce the potential visual effects of permitted greater building height and mass on the west edge of Zone 2 on abutting residential properties to the west. The amended controls could include, for example, a 10-to-15-foot building "stepback" and or "relational height limit" requirement at the third or fourth story along the west edges of Zone 2 that abut existing residential properties, for purposes of avoiding incongruous building height and scale relationships and associated light and shadow impacts. Formulation of these or similar measures into the Design for Development would reduce this potential for building scale and mass compatibility impacts to a <i>less-than-significant level</i>.</p>	Project Applicant	The Design for Development has been revised to incorporate this measure	Planning Department, SFRA, DBI	Planning, DBI to review designs and specifications as part of the Project-level plan review and site permit processing

Mitigation Measures	Mitigation Responsibility	Mitigation Schedule	Mitigation Responsibility	Monitoring Actions/ Schedule
<p><b>Mitigation 7-2 Lighting and Glare:</b> Add to the Design for Development a set of Development Controls and Design Guidelines for "Lighting," focusing on nighttime internal and exterior lighting of multi-story buildings and nighttime lighting of new outdoor spaces, including the following or similar measures:</p> <ul style="list-style-type: none"> <li>▪ limit exterior illumination of any new building elements above 40 feet;</li> <li>▪ require tinting of outward-oriented glazing above 40 feet sufficient to reduce the nighttime visual impacts of internal lighting; and</li> <li>▪ to minimize glare and "sky glow" from new outdoor area lighting, require adequate shielding of light sources, use of fixtures that direct light downward, light sources that provide more natural color rendition, possible use of multiple light level switching (for reducing light intensity after 10 P.M.), non-reflective hardscapes, and avoidance of light source reflection off surrounding exterior walls.</li> </ul> <p>Formulation of these or similar measures by a qualified urban design professional and their incorporation into the Design for Development would reduce this potential for light and glare impacts to a <i>less-than-significant level</i>.</p>	Project Applicant	The Design for Development has been revised to incorporate this measure	SFRA, DBI	SFRA and DBI to review designs and specifications as part of Project level plan review and site permit processes

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<b>TRANSPORTATION AND TRAFFIC</b>				
<p><b>Mitigation 8-1A:</b></p> <p><i>Bayshore Boulevard/Blanken Avenue:</i> Restripe the westbound approach to create two additional lanes: an added exclusive left-turn and an added right-turn lane. Implementation of this mitigation would reduce the significant impacts in the P.M. peak hour, but weekday A.M. peak hour impacts would remain <i>significant and unavoidable</i>.</p> <p><i>Bayshore Boulevard/Arleta Avenue/San Bruno Avenue:</i> Modify signal timing by shifting 6 seconds of green time from the northbound left-turn movement to the southbound through movement as the delays associated with the southbound through movement are considerably higher than the delay associated with northbound left turn movement. Add bus signal prioritization to avoid delays to the San Bruno bus lines. The Project impacts at this intersection will remain <i>significant and unavoidable</i>.</p> <p><i>Tunnel Avenue/Blanken Avenue:</i> Signalize intersection. The Project impacts at this intersection will remain <i>significant and unavoidable</i>.</p>	<p>Planning Department, MTA, DPW or owner/developer</p> <p>Same as above</p>	<p>First Major Phase</p> <p>Second Major Phase</p>	<p>MTA, DPW</p> <p>MTA, DPW</p>	<p>Approval of infrastructure plans with major phase</p> <p>Same as above</p>
<p><b>Mitigation 8-1B Intersection Operation:</b></p> <p><i>Bayshore Boulevard/Leland Avenue southbound left-turn:</i> Eliminate the proposed left-turn from southbound Bayshore Boulevard into Redevelopment Zone 1 at Leland Avenue. Removal of this left-turn location would have a significant secondary impact, forcing Project vehicular traffic to utilize the left-turn locations at Visitacion and Sunnydale Avenues, which would exacerbate anticipated queuing impacts at these two remaining left-turn locations. This mitigation would reduce the Project impact at this location to <i>a less than significant level</i>.</p>	<p>MTA, DPW</p>	<p>First Major Phase</p>	<p>MTA, DPW</p>	<p>Approval of infrastructure plans with major phase</p>
<p><b>Mitigation 8-1C Transportation Management Plan:</b></p> <p><i>Implement a Transportation Management Plan for Redevelopment Zone 1.</i> To reduce the amount of auto use and auto ownership rates, and thereby</p>	<p>SFRA/MTA/Project Applicant</p>	<p>Element of each major phase</p>	<p>SFRA/MTA</p>	<p>Confirm establishment as part of first Major Phase</p>

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>reduce the traffic impacts of Zone 1 development, future applicants for developments in Zone 1 shall prepare, fund, and implement project-specific Transportation Management Plans (TMP). The TMPs could include the following elements:</p> <ul style="list-style-type: none"> <li>▪ Identification of a transportation coordinator,</li> <li>▪ Establishment of a resident website,</li> <li>▪ Carpool match services,</li> <li>▪ Carshare hubs,</li> <li>▪ Real-time transit information,</li> <li>▪ Reduced fee transit pass program,</li> <li>▪ Parking supply reductions,</li> <li>▪ Unbundled parking supply, and/or</li> <li>▪ Metered/paid parking.</li> </ul>				<p>approval; Developer to submit periodic status reports to the SFRA</p>
<p>Also see similar measures in <i>Mitigation 9-2</i> (chapter 9, Air Quality) of this EIR.</p>				
<p>After the first phase of Zone 1 development of 450 residential units, the Project will conduct a follow-up analysis of the Bayshore Boulevard corridor and the Tunnel/Blanken intersection. This analysis will revisit the status of neighboring projects, account for any shifts in travel patterns, mode share, and transit service (as described in subsection 8.2.4) within the Project Area, and reconsider the range of mitigations available for travel on Bayshore Boulevard, Tunnel Avenue, Blanken Avenue, and affected intersections--including revised signal phasing, pedestrian improvements, and/or traffic calming measures. This future study may provide opportunities to revise TMP elements and explore additional mitigation options based on revised information regarding Cumulative conditions. This study shall also study pedestrian volumes in Zone 1 and along Bayshore Boulevard. While implementation of this measure would reduce impacts on the adjacent intersections and roadways to an unspecified but limited degree, the Project impacts would still remain <i>significant and unavoidable</i>.</p>				
<p><b>Mitigation 8-3 Project Queuing Impacts at Redevelopment Zone 1 Access Points</b></p>	<p>MTA, DPW and/or SFRA, and</p>	<p>Major phase and subject to relocation</p>	<p>MTA, DPW and/or SFRA</p>	<p>Major Phase Application</p>

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><i>Visitacion/Bayshore Boulevard:</i> extend the left turn pocket by an additional 80 feet by relocating the MUNI bus stop currently located at the southside of the Bayshore Boulevard/Leland Avenue. Implementation will improve queuing impacts at one southbound Project site access intersection, but overall impacts at AM and PM peaks are considered to be <i>significant and unavoidable</i>.</p>	individual development applicants	of MUNI bus stops.		
<p><b>Mitigation 8-4: 2025 Cumulative Impacts on Intersection Operation.</b>  <i>Bayshore Boulevard/Tunnel Avenue:</i> Modify signal timing by shifting one second from the southbound left-turn movement to the northbound/southbound through movements. Prior to implementation of this mitigation measure, assess transit and traffic coordination along Bayshore Boulevard to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p> <p><i>Alana Way/Beatty Avenue:</i> Signalize the intersection, restripe the southbound Alana Way approach to create exclusive left- through and right turn approach to create exclusive left-, through and right-turn lanes; and restripe the eastbound Beatty Avenue approach to create two lanes. If this intersection is reconfigured as part of the Brisbane Baylands the developer will pay an in lieu fee for other transportation improvements. <i>Implementation of this mitigation would still result in a cumulative effect that is significant and unavoidable for weekday AM/PM peak hours.</i></p>	MTA, DPW and/or SFRA, and individual development applicants	Second phase of development	MTA, DPW and/or SFRA, and individual development applicants	Major Phase Application
<p><b>on 8-6: 2025 Cumulative Impacts on Freeway On-Ramp Operation:</b> These projected 2025 cumulative freeway on-ramp operating condition impacts are anticipated to be resolved by the construction of the proposed new ramps at Geneva Avenue, a planned regional transportation improvement measure. Project fair contribution to these improvements to these planned improvements would be required. Currently there are no</p>	Planning Department/ SFRA, and individual development applicants of significant projects	Second phase of development	SFRA/Planning Department	Zone 1: Major phase approval Zone 2: approval of significant project

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>interjurisdiction formulated improvement projects or associated funding programs for the affected freeway segments towards which the Project Developer could be required to make a fair share contribution. The ongoing Bi-County Transportation Study is currently investigating inter-regional cumulative transportation network improvement needs and priorities, and is intended to identify an associated interjurisdictional fair share calculation procedure. The Planning Department and Redevelopment Agency will continue to participate in the current Bi-County Transportation Planning Study, and will continue to advocate and participate in similar interjurisdictional study, planning and fair share funding efforts. Project fair-share contribution to the planned regional improvements would reduce the anticipated 2025 cumulative freeway on-ramp impacts to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 8-7: 2025 Cumulative Impacts on Intersection Operation with Planned Regional Roadway Improvements:</b> To mitigate 2025 cumulative unacceptable operating conditions (LOS E or F) implement <i>Mitigation 8-1</i> plus the following additional measures:</p> <ul style="list-style-type: none"> <li>• <i>Bayshore Boulevard/Leland Avenue:</i> Modify signal timing by shifting 6 seconds from the northbound/southbound left-turn movements to the through movements. Implementation of this mitigation could potentially impact transit operations; this 2025 cumulative intersection impact is considered to be <i>significant and unavoidable</i>.</li> <li>• <i>Bayshore Boulevard/Sunnydale Avenue:</i> Modify signal timing by shifting 4 seconds from the northbound/southbound left-turn movements to the eastbound/westbound movements and restripe the eastbound and westbound approaches to create two lanes at the intersection: a shared left-through lane and exclusive right-turn lane. Implementation of this mitigation could potentially impact transit operations; this 2025 cumulative intersection impact is considered to be <i>significant and unavoidable</i>.</li> <li>• <i>Tunnel Avenue/Blanken Avenue:</i> Signalize the intersection. It would be possible to modify this intersection from an all-way stop to a</li> </ul>	<p>MTA, DPW and/or SFRA, and individual development applicants</p>	<p>Second phase of development</p>	<p>Second phase of development</p>	<p>Major phase approval</p>

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>signalized intersection under the 2025 Cumulative condition. Implementation of this mitigation would reduce measure would reduce this impact to a <i>less-than significant</i> level.</p>				
<p><b>Mitigation 8-9:</b> The addition of Project-related transit trips would not result in a significant impact to transit capacity (existing transit services currently have capacity to accommodate the new trips). As a result, no transit service capacity mitigation measures would be required. However, the new <u>vehicle-trips</u> generated by the Project would result in long delays at several Bayshore Boulevard intersections, as indicated above under Impacts 8-1, 8-3 and 8-4. Related intersection improvement and left-turn pocket extension measures have been identified under Mitigations 8-1, 8-3 and 8-4 to mitigate these traffic impacts. Because these measures would not fully mitigate the associated traffic impacts, and could result in additional impacts associated with the relocation of a Muni bus stop, this Project-related local transit service delay impact would be considered <i>significant and unavoidable</i>.</p>	<p>MTA, DPW SFRA, and individual development applicants</p>	<p>Element at each phase</p>	<p>MTA, DPW and/or SFRA</p>	<p>Include in applicable major phase application plans</p>
<p>Implementation of <i>Mitigation 8-1C (Transportation Management Plan)</i> would help decrease the number of vehicle trips generated by the Project and reduce the magnitude of the Project's impact on transit operations at these locations, but not to a less-than-significant level.</p>	<p>MTA, DPW SFRA, and individual development applicants</p>	<p>Element at each phase</p>	<p>MTA, DPW or SFRA</p>	<p>Include in applicable major phase application plans</p>
<p>In addition, to encourage additional transit riders (thereby further reducing the amount of vehicular activity), the Project could implement the following measures:</p> <ul style="list-style-type: none"> <li>▪ Consistent with the Design for Development, implement building design features that promote the primary access to new Project Area buildings from transit stops and pedestrian areas, and discourage the location of primary access points to new Project Area buildings through parking lots and other auto-oriented entryways.</li> <li>▪ Implement recommendations of the <i>San Francisco Better Streets Plan</i> in the Project Area, which are designed to make the pedestrian environment safer and more comfortable for pedestrians, including traffic calming strategies, sidewalk corner bulbs, and other features.</li> </ul>				



Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
Provide transit amenities at key light rail and bus stops in the Project Area, including "Next Bus" passenger information, accurate and usable passenger information and maps, and adequate light, shelter, and sitting areas.				
<b>Mitigation 8-10: Impacts on Bicycle Conditions.</b> To mitigate this potential impact to the Bayshore Boulevard bicycle lane, do not provide the proposed new southbound left-turn into Redevelopment Zone 1 at Leland Avenue. To mitigate additional bicycle impacts establish an internal connection from Redevelopment Zone 1 to the east side of Bayshore Boulevard/Geneva intersection. This mitigation would reduce the Project's impact on bicycle conditions to a <i>less-than-significant</i> level.	MTA, DPW and/or SFRA, and individual development applicants	Second Phase of Development	MTA, DPW and/or SFRA	Include in applicable major phase application plans
<b>AIR QUALITY</b>				
<b>Mitigation 9-1A: Remediation- and Construction-Related Air Quality Impacts.</b> For all <i>demolition</i> activity in the Project Area, require implementation of the following dust control measures by demolition contractors, where applicable: <ul style="list-style-type: none"> <li>▪ Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.</li> <li>▪ Cover all trucks hauling demolition debris from the site.</li> <li>▪ Use dust-proof chutes to load debris into trucks whenever feasible.</li> <li>▪ Apply (non-toxic) soil stabilizers demolition areas after completion of demolition activities.</li> </ul> Implementation of these measures would reduce the demolition-related air quality impacts to a <i>less-than-significant level</i> .	Project Applicant	Continuous throughout demolition activity	DBI, BAAQMD, DTSC	Continuous throughout demolition activity
<b>Mitigation 9-1B.</b> For all <i>remediation, grading, or construction</i> activity in the Project Area, require implementation of the following dust control measures by construction (also remediation) contractors, where applicable: <ul style="list-style-type: none"> <li>▪ Water all active remediation and construction areas at least twice daily, or as needed to prevent visible dust plumes from blowing off-site.</li> <li>▪ Cover all trucks hauling soil, sand, and other loose materials.</li> </ul>	Project Applicant	Continuous throughout demolition activity	DBI, BAAQMD, DTSC	Continuous throughout demolition activity

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<ul style="list-style-type: none"> <li>▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>▪ Limit the area subject to excavation, grading, and other construction activity at any one time.</li> </ul>				
<p>The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the impacts to a <b><i>less-than-significant level</i></b>.</p>				
<p><b>Mitigation 9-1C.</b> The following are measures to control emissions by diesel-powered construction (including remediation and demolition) equipment used by contractors, where applicable:</p>				
<ul style="list-style-type: none"> <li>▪ Ensure that emissions from all on-site, diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.</li> <li>▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).</li> <li>▪ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.</li> <li>▪ Properly tune and maintain equipment for low emissions.</li> <li>▪ Use late model heavy-duty diesel-powered equipment at each construction site to the extent that the equipment is readily available in the San Francisco Bay Area.</li> <li>▪ Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent</li> </ul>				

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>that it is readily available in the San Francisco Bay Area.</p> <ul style="list-style-type: none"> <li>▪ Replant vegetation in disturbed areas as quickly as possible.</li> <li>▪ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.</li> <li>▪ Install wind breaks, or plant trees/vegetation wind breaks at windward side(s) of construction sites.</li> <li>▪ Suspend excavation and grading where winds (instantaneous gusts) exceed 25 miles per hour.</li> <li>▪ Use low-emission diesel fuel and/or biodiesel for all heavy-duty diesel-powered equipment operating and refueling at each construction site to the extent that the fuel is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site).</li> <li>▪ Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost-effective in the San Francisco Bay Area.</li> </ul>	Project Applicant	Continuous throughout demolition activity	MTA, SFRA, BAAQMD, DTSC	Continuous throughout demolition activity
<p><b>Mitigation 9-2.</b> Apply the following emissions control strategies where applicable to Project-facilitated discretionary mixed use, residential, commercial, and cultural development activities within the Project Area in order to reduce overall emissions from traffic and area sources.</p>	Project Applicant	Continuous throughout demolition activity	MTA, SFRA, BAAQMD, DTSC	Continuous throughout demolition activity
<p><i>Transportation Emissions</i></p> <ul style="list-style-type: none"> <li>▪ New or modified roadways should include bicycle lanes where reasonable and feasible.</li> <li>▪ Provide transit information kiosks.</li> <li>▪ Where practical, employment-intensive development proposals (e.g., retail) shall include measures to encourage use of public transit, ridesharing, van pooling, use of bicycles, and walking, as well as to minimize single passenger motor vehicle use.</li> <li>▪ Develop parking enforcement and fee strategies that encourage alternative modes of transportation.</li> <li>▪ Parking lots or facilities should provide preferential parking for electric or alternatively fueled vehicles.</li> <li>▪ Implement and enforce truck idling restrictions of three minutes.</li> <li>▪ Require large commercial land uses (e.g., 10,000 square feet or 25 employees) that would generate home-to-work commute trips to implement Transportation Demand Management (TDM) programs. Components of these programs should include the</li> </ul>	Project Applicant	Continuous throughout demolition activity	MTA, SFRA, BAAQMD, DTSC	Continuous throughout demolition activity

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>following (also see similar measures in <i>Mitigation 8-1C</i> [chapter 8, Transportation and Circulation] of this EIR):</p> <ul style="list-style-type: none"> <li>- a carpool/vanpool program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.;</li> <li>- a transit use incentive program for employees, such as on-site distribution of passes and/or subsidized transit passes for local transit systems;</li> <li>- a guaranteed ride home program; and/or</li> <li>- a parking cash-out program for employees (where non-driving employees receive transportation allowance equivalent to the value of subsidized parking).</li> </ul>				

*Building Emissions:*

- Require energy efficient building designs that exceed State Title 24 building code requirements.
- Discourage use of gasoline-powered landscape equipment, especially two-stroke engines and motors (which burn and leak oil), for public park maintenance.
- Allow only low-emitting fireplaces for residential uses, such as those that burn only natural gas (standard City requirement for multi-family residences).

The above measures may be revised or supplemented over time by new BAAQMD regulations. Implementation of these measures would reduce the remediation-, demolition-, and construction-related air quality impacts of diesel-powered equipment to a *less-than-significant level*.

**CULTURAL AND HISTORICAL RESOURCES**

**Mitigation 10-1 Destruction or Degradation of Historical Resources.**  
 The following mitigation measures should be considered if proposed changes to a historical resource are not in accordance with the Secretary of the Interior's standards.

Development Applicant

Initiate before demolition

Planning Department

Initiate before demolition

*a) Documentation.* In consultation with a Planning Department Preservation Technical Specialist, the individual project applicant shall have documentation of the affected historical resource and its setting

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**Mitigation Measure**

**Responsibility for Implementation**

**Mitigation Schedule**

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**Monitoring Actions/Schedule**

prepared. Generally, this documentation shall be in accordance with one of three documentation levels associated with the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER). The Specialist, possibly in consultation with the National Park Service Regional Office, can decide the most appropriate form of documentation, depending on the significance of the affected resource. The three possible documentation level protocols are described under this mitigation in chapter 10 of this EIR.

The agreed-upon documentation shall be filed with the San Francisco History Center at the Main Library, as well as with other local libraries and historical societies, as appropriate.

*(b) Oral Histories.* The individual project applicant shall undertake an oral history project that includes interviews of several long-time residents of Visitacion Valley and former employees of the Schlage Lock Factory. This program shall be conducted by a professional historian in conformance with the Oral History Association's *Principles and Standards* ([http://alpha.dickinson.edu/oha/pub\\_eg.html](http://alpha.dickinson.edu/oha/pub_eg.html)). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco History Room of the Main Library.

Project Applicant

Initiate before demolition permit and ongoing after demolition

Planning Department

Initiate before demolition and ongoing after demolition

*(c) Relocation.* Study the feasibility of reacting historical resources aster nearby site appropriate to its historic setting and general environment. A moved building or structure that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. After relocation, the building's preservation, rehabilitation, and restoration, as appropriate, shall follow the Secretary of the Interior's standards to ensure that the building retains its integrity and historical significance.

Project Applicant

Before demolition permit for applicable building

Planning Department

Initiate before demolition and ongoing after demolition

*(d) Salvage.* If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
individual project applicant shall consult with a San Francisco Planning Department Preservation Technical Specialist and other local historical societies regarding salvage of materials from the affected historic resource for public information or reuse in other locations. Demolition may proceed only after any significant historic features or materials have been identified and their removal completed.	Project Applicant	Before demolition permit for applicable building	Planning Department	Initiate before demolition and ongoing after demolition
<i>(e) Commemoration.</i> If the affected historical resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the individual project applicant shall, with the assistance of a Planning Department Preservation Technical Specialist or other professionals experienced in creating historical exhibits, incorporate a display featuring historic photos of the affected resource and a description of its historical significance into the publicly accessible portion of any subsequent development on the site. In addition, the factory machinery in Schlage Plants 1 and 2 should be cleaned and moved to a public space (such as a park or plaza on-site) for public viewing.	Project Applicant	Condition for demolition permit for applicable building; ongoing implementation as required by measure	SFRA, Planning Department	Initiate before demolition and ongoing after demolition
<i>(f) Contribution to a Historic Preservation Fund.</i> If an affected historical resource can neither be reserved at its current site nor moved to an alternative site and is demolished, the project applicant may be eligible to mitigate project-related impacts by contributing funds to the City to be applied to future historic preservation activities, including survey work, research and evaluation, and rehabilitation of historical resources within Visitacion Valley in accordance with the Secretary's Standards. Contribution to the preservation fund would be made only after the documentation, oral history, salvage, and commemoration mitigations specified above had been completed. The details of such an arrangement would be formulated on a case-by-case basis, and could also include in-kind implementation of historic resource preservation. As part of any such arrangement, the project applicant shall clearly demonstrate the economic infeasibility of other mitigation measures that would mitigate impacts to historical resources, including preservation, relocation, and project modification.	Project Applicant	Ongoing implementation as required by measure	SFRA, Planning Department	Initiate before demolition and ongoing after demolition
While implementation of these measures would reduce impacts on historical resources, the impact would remain <i>significant and unavoidable</i> .				

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Mitigation 10-2: Disturbance of Known Archaeological Resources.</b>            The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall consult with the Major Environmental Analysis archaeologist at the San Francisco Planning Department to determine project locations and activities that may affect archaeological deposits/features associated with known archaeological resource sites. Project activities determined to potentially affect these resources shall be subject to an archaeological testing program (ATP) as specified under this mitigation heading in chapter 10 of this EIR. In addition, the consultant shall be available to conduct an archaeological monitoring program (AMP) and/or archaeological data recovery program (ADRP) and, if necessary, a human remains treatment program and final archaeological resources report (FARR) as specific under this mitigation heading in Chapter 10 of this EIR. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the City's Environmental Review Officer (ERO).</p> <p>All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, shall be considered draft reports, subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA.</p> <p><u>Archaeological Testing Program.</u> The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). An archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the project, the testing method to be used, and the locations recommended for</p>	<p>Project Applicant, SFRA, Project Archaeologist</p>	<p>Prior to preparation of the ATP &amp; project soils disturbance (including demolition and excavation)</p>	<p>SFRA, ERO</p>	<p>Sufficiently in advance of project for preparation &amp; ERO review &amp; approval of ATP</p>
<p>the testing method to be used, and the locations recommended for</p>	<p>Project Archaeologist</p>	<p>Prior to preparation of the ATP &amp; project soils</p>	<p>SFRA, ERO</p>	<p>Sufficiently in advance of project for preparation &amp;</p>

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>testing.</p> <p>The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources to identify and to evaluate whether any archaeological resource encountered on the site constitutes a historical resource under CEQA.</p> <p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present the ERO in consultation with archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include notification of designated members of the community as appropriate, archaeological data recovery program.</p> <p>If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:</p> <p>A. The project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or</p> <p>B. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><u>Archaeological Monitoring Program (AMP).</u> If the ERO in consultation with the archaeological consultant determines that an archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what</li> </ul>	<p>Project Archaeologist</p> <p>Project Archaeologist</p> <p>ERO, Project Archaeologist</p>	<p>disturbance (including demolition and excavation). NAHC and Native American consultation prior to preparation of the ATP</p> <p>Following completion of archaeological testing</p> <p>Determination as data recovery requirement</p> <p>Determination of activities to be archaeologically monitored</p>	<p>SFRA, ERO</p> <p>ERO</p> <p>ERO, Project Archaeologist</p>	<p>ERO review &amp; approval of ATP</p> <p>Prior to project construction demolition and remediation</p> <p>Prior to project Construction, demolition and remediation and archaeological data recovery</p> <p>Prior to project construction, demolition, remediation and archaeological data</p>



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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>project activities shall be archaeological monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities and installation, foundation work, driving of piles (foundation, shoring etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.</p> <ul style="list-style-type: none"> <li>▪ The archaeological consultant shall advise all project contractors to be on alert for evidence of the presence of the expected resources(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource.</li> <li>▪ The archaeological monitors shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant determined that project construction activities could have no effects on significant depositions.</li> <li>▪ The archaeological monitor shall record and be authorized to collect soil samples and arti-factual/ecofactual material as warranted for analysis.</li> <li>▪ If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the finding of this assessment to the ERO.</li> </ul> <p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the Finding of</p>	<p>Project Archaeologist</p>	<p>During project soils disturbing activities</p>	<p>SFRA, Project Archaeologist</p>	<p>recovery</p> <p>During project soil disturbing activities</p>
<p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the Finding of</p>	<p>Project Archaeologist, SFRA</p>	<p>On discovery of potentially CEQA significant archaeological deposit</p>	<p>SFRA</p>	<p>During project demolition, excavation, construction, remediation activities</p>

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**Mitigation Measure**
**Responsibility for  
Implementation**
**Mitigation  
Schedule**
**Monitoring  
Responsibility**
**Monitoring  
Actions/Schedule**


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the monitoring program to the ERO.

Archaeological Data Recovery Program (ARDP).

The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ARDP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ARDP prior to preparation of a draft ARDP. The archaeological consultant shall submit a draft ARDP to the ERO. The ARDP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ARDP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general should be limited to the portions of the historical property that could be adversely affected by the project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if non destructive methods are practical.

Project  
Archaeologist,  
ERO, SFRA

On completion of  
archaeological data  
recovery

SFRA

Upon completion of  
archaeological  
monitoring program

Project  
Archaeologist,  
ERO, SFRA

Prior to  
Archaeological  
data recovery

SFRA, ERO

Prior to  
archaeological data  
recovery

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and nonintentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><u>Human Remains, Associated or Unassociated Funerary Objects.</u>            The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p>	<p>Project Archaeologist, ERO, SFRA in consultation with the Coroner of the City and County of San Francisco, Native American Heritage Commission, and Most Likely</p>	<p>Upon identification of human remains</p>	<p>SFRA, ERO</p>	<p>On discovery of human remains</p>
<p><u>Final Archeological Resources Report.</u> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval.</p>	<p>Project Archaeologist</p>	<p>Upon completion of FARR</p>	<p>SFRA, ERO</p>	<p>Upon completion of Draft FARR</p>
<p>Once approved by the ERO copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. Copies of the FARR shall be sent to the Agency. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>		<p>Submittal of</p>		<p>Completion of</p>

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p> <p>Implementation of the measures listed above would reduce this impact to a <i>less-than-significant level</i>.</p>	Project Archaeologist	approved FARR and site records to NWIC	SFRA, ERO	archaeological field, analysis, interpretation, recordation program

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Mitigation 10-3: Disturbance of Unknown Archaeological Resources.</b> The project applicant shall consult with the Major Environmental Analysis archaeologist at the San Francisco Planning Department prior to any development activity on the Schlage Lock site (i.e., Redevelopment Zone 1) and, at the direction of the Planning Department, shall undertake the following measures to avoid any potentially significant adverse impact on possible buried or submerged cultural resources.</p> <p>The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological monitoring program (AMP), and if triggered by the AMP, an archaeological data recovery program (ADRP), human remains treatment program, and/or final archaeological resources report (FARR), as specified under this mitigation heading in chapter 10 of this EIR and detailed in Mitigation 10-2. The archaeological consultants work shall be conducted in accordance with this measure at the direction of the City's Environmental Review Officer (ERO).</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>	Project Applicant	Prior to demolition and grading permits; ongoing implementation as required by measure	SFRA, Planning Department	SFRA to require prior to demolition as part of Project level plan review; ongoing monitoring and consultation as required by measure
<p><b>Mitigation 10-4: Accidental Discovery.</b> For individual development projects in Redevelopment Zone 2, the project applicant shall consult with the Major Environmental Analysis archaeologist at the San Francisco Planning Department prior to any development activity and, at the direction of the Planning Department, shall undertake the following measures to avoid any potentially significant adverse impact on possible buried or submerged cultural resources.</p> <p>The project sponsor shall distribute the San Francisco Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); and utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel</p>	Project Applicant	Prior to grading and demolition permits; ongoing implementation as required by measure	SFRA, Planning Department	Ongoing implementation as required by measure

**Mitigation Measure****Responsibility for  
Implementation****Mitigation  
Schedule****Monitoring  
Responsibility****Monitoring  
Actions/Schedule**

including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the City's Environmental Review Officer (ERO) with assigned affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) to the ERO confirming that all field personnel have received copies of the "ALERT" Sheet.

Should any indication of an archaeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. Notification shall also include designated members of the community as appropriate.

If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ (in place) of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the City's Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.

The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO pursuant to the

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p>FARR content and distribution requirements described under this mitigation measure in chapter 10 of this EIR.</p> <p>Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 10-5: Disturbance of Paleontological Resources</b> If any paleontological resources are encountered during site grading or other construction activities, all ground disturbances shall be halted until the services of a qualified paleontologist can be retained to identify and evaluate the resource(s) and, if necessary, recommend mitigation measures to document and prevent any significant adverse effects on the resource(s), in accordance with standard professional practice. Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>	Project Applicant	If triggered by 10-2;10-3 or 10-4	SFRA	Ongoing implementation as required by measure

**HAZARDS AND HAZARDOUS MATERIALS**

<p><b>Mitigation 11-1: Potential Impacts Due to Exposure to Existing Soil or Groundwater Contamination--Redevelopment Zone 2.</b> Each developer of a site in Redevelopment Zone 2 shall be required to comply with all applicable existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements for soil, surface water, and/or groundwater contamination. In particular, these include the requirements of the City and County of San Francisco, RWQCB, and DTSC. Previous subsections 11.2.2 (City of San Francisco Hazardous Materials Regulations) and 11.2.3 (Environmental Site Assessment Procedures) herein summarize these requirements. Compliance with these existing local-, state-, and federal-mandated site assessment, remediation, and disposal requirements would be accomplished through the following steps:</p>	Project Applicant	Application for development	DPH, DTSC, RWQCB	
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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><i>(a) Soil Contamination.</i> In order to mitigate potential health hazards related to construction personnel or future occupant exposure to soil contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Redevelopment Zone 2:</p>	Project Applicant	Applicant for Development	DPH, DTSC, RWQCB	RWQCB prior to site development; DPH and depending on the improvement DBI or DWP
<p>Step 1. Investigate the site to determine whether it has a record of hazardous material discharge (Phase I environmental site assessment), and if so, characterize the site according to the nature and extent of soil contamination that is present (Phase 2) before development activities proceed at that site.</p>				
<p>Step 2. Based on the proposed activities associated with the future project proposed, determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. For example, if the location is slated for commercial land use, such as a retail center, the majority of the site will be paved and there will be little or no contact with contaminated soil. Industrial clean-up levels would likely be applicable. If the slated development activity could involve human contact with soils, such as may be the case with residential use, then Step 3 should be completed. If no human contact is anticipated, then no further mitigation is necessary.</p>				
<p>Step 3. Should the Phase 2 investigation reveal high levels of hazardous materials in the site soils, mitigate health and safety risks according to City of San Francisco, RWQCB, and DTSC regulations. This would include site-specific health and safety plans prepared prior to undertaking any building or utility construction. Also, if buildings are situated over soils that are significantly contaminated, undertake measures to either remove the chemicals or prevent contaminants from entering and collecting within the building. If remediation of contaminated soil is infeasible, a deed restriction would be necessary to limit site use and eliminate unacceptable risks to health or the environment.</p>				



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**Mitigation Measure**

**Responsibility for Implementation**

**Mitigation Schedule**

**Monitoring Responsibility**

**Monitoring Actions/Schedule**

(b) *Surface or Groundwater Contamination.* In order to reduce potential health hazards due to construction personnel or future occupant exposure to surface water or groundwater contamination, developers would complete the following steps for each site proposed for disturbance as part of a Project-facilitated construction activity in Redevelopment Zone 2:

Project Applicant

Applicant for Development

DPH, DTSC, RWQCB.

RWQCB prior to site development; DPH and depending on the improvement DBI or DWP

Step 1. Investigate the site to determine whether it has a record of hazardous material discharge into surface or groundwater, and if so, characterize the site according to the nature and extent of contamination that is present before development activities proceed at that site.

Step 2. Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site.

Step 3. If investigations indicate evidence of chemical/environmental hazards in site surface water and/or groundwater, then mitigation measures acceptable to the RWQCB and DTSC would be required to remediate the site prior to development activity.

Step 4. Inform construction personnel of the proximity to recognized contaminated sites and advise them of health and safety procedures to prevent exposure to hazardous chemicals in surface water/groundwater.

Compliance by future, individual, site-specific developments in Redevelopment Zone 2 with established regulations (accomplished through the steps outlined above) would adequately assure that associated potential health and safety impacts due to exposure to existing soil and groundwater contamination would be *less-than-significant*.

***HYDROLOGY AND WATER QUALITY***

Mitigation 12-1A: Potential Water Quality Impact Due to Increased

Project Applicant

Submit as part of

DPW, DBI,

Review as part of

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<p><b>Stormwater Runoff.</b> To comply with anticipated SFPUC regulations regarding stormwater runoff from Redevelopment Zone 1, the developer(s) shall refine the individual development design(s) for Zone 1 as necessary to: (1) provide retention storage facilities and/or detention treatment facilities as needed to ensure that at least 80 percent of total annual runoff either remains on-site or receives an approved level of water quality treatment before discharge into the combined sewer system; and (2) provide a minimum of 25 percent of the surface of setbacks to be pervious. Implementation of these measures would reduce the water quality impact associated with future development of Zone 1 to a <i>less-than-significant level</i>.</p>		subdivision improvement plans	SFPUC	design and construction plans
<p><b>Mitigation 12-1B.</b> Stormwater design requirements similar to those described above for the Zone 1 development shall also be applied to individual infill developments in Zone 2 that meet the proposed SFPUC minimum size criteria. Implementation of these measures would reduce the water quality impact associated with future development of these parcels to a <i>less-than-significant level</i>.</p>				
<p><b>Mitigation 12-2: Increased Risk of Soil Erosion and Contaminant Spills During Project Remediation and Construction.</b> For future development within Zone 1, design requirements and implementation measures for minimizing Project-generated erosion and for controlling fuel/hazardous material spills would be set forth in the Zone 1 SWPPP, in accordance with SWRCB and RWQCB design standards. During construction, the SFDPW would monitor implementation of the approved SWPPP. This plan shall include, at a minimum, the following or similar actions:</p> <ul style="list-style-type: none"> <li>▪ Following demolition of existing improvements, stabilize areas not scheduled for immediate construction with planted vegetation or erosion control blankets;</li> <li>▪ Collect stormwater runoff into stable drainage channels from small drainage basins, to prevent the buildup of large, potentially erosive stormwater flows;</li> <li>▪ Direct runoff away from all areas disturbed by construction;</li> <li>▪ Use sediment ponds or siltation basins to trap eroded soils before runoff is discharged into on-site channels or the combined sewer system;</li> <li>▪ To the extent possible, schedule major site development work</li> </ul>	DBI, SFPUC and or SFRA, and individual development applicants	Infrastructure plans with first major phase	SFPUC	Review as part of design and construction plans

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**Mitigation Measure****Responsibility for  
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Schedule****Monitoring  
Responsibility****Monitoring  
Actions/Schedule**

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involving excavation and earthmoving activities during the dry season (May through September);

- Develop and implement a program for the handling, storage, use, and disposal of fuels and hazardous materials. The program should also include a contingency plan covering accidental hazardous material spills;
- Restrict vehicle cleaning, fueling, and maintenance to designated areas for containment and treatment of runoff; and
- After construction is completed, inspect all on-site drainage facilities for accumulated sediment, and clear these facilities of debris and sediment as necessary.

Implementation of these measures would reduce the risk of soil erosions and contaminant spills during Project remediation and construction to a *less-than-significant level*.

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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
<b>NOISE</b>				
<p><b>Mitigation 13-1: Project-Facilitated Remediation-, Demolition-, and Construction-Period Noise.</b> Reduce redevelopment program-related individual project remediation-, demolition-, and construction-period noise impacts on nearby residences and businesses by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional noise abatement measures:</p> <ul style="list-style-type: none"> <li>▪ <i>Remediation and Construction Plans.</i> For major noise generating remediation and construction activities, prepare detailed remediation and construction plans identifying schedules. The plans shall indentify a procedure for coordination with nearby noise</li> <li>▪ <i>Remediation and Construction Scheduling.</i> Ensure that noise generating remediation and construction activity is limited to between the hours of 7:00AM to 8:00PM, Monday through Friday, and noise levels generated by construction are prohibited on Saturdays, Sundays, and holidays (San Francisco Municipal Code Section 2908)</li> <li>▪ <i>Remediation and Construction Equipment Noise Limits.</i> Limit all powered remediation and construction equipment to a noise level of 80 dBA or less when measured at a distance of 100 feet or an equivalent sound level when measured at some other convenient distance (San Francisco Municipal Code Section 2907)</li> <li>▪ <i>Impact Tools and Equipment.</i> Equip all impact tools and equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Equip all pavement breakers and jackhammers with acoustically attenuating shields or shrouds that are in good condition and appropriate for the equipment (San Francisco Municipal Code Section 2907)</li> <li>▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a remediation or construction site.</li> <li>▪ <i>Remediation and Construction Traffic.</i> Route all remediation and construction traffic to and from the sites via designated truck routes where possible. Prohibit remediation- and construction-</li> </ul>	DBI, DPW and/or SFRA and individual development applicants	Provide information regarding compliance prior to construction	SFRA, DPW, DBI	DPW/DBI to review information prior to construction site permit.

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Schedule**
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related heavy truck traffic in residential areas where feasible.

- *Quiet Equipment Selection.* Use quiet equipment, particularly air compressors wherever possible.
- *Temporary Barriers.* Construct solid plywood fences around remediation and construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
- *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflict occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)

*Noise Disturbance Coordinator.* For Zone 1 remediation and larger individual construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about remediation or construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the remediation/construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member).

Implementation of these measures would reduce this intermittent, short-term, Project remediation- and construction period noise impact to a *less-than significant level*.

**Mitigation 13-2: Project-Facilitated Groundborne Vibration Levels.** Prior to the development of habitable buildings within 110 feet of the centerline of the nearest railroad tracks, or within 55 feet of the light rail tracks, a site-specific vibration study shall be required demonstrating that ground borne vibrations associated with rail operations either (1) would not exceed the applicable FTA ground borne vibration impact assessment criteria (see Table 13.5 of this EIR), or (2) can be reduced to below the

DBI, DPW and/or SFRA and Individual development applicants

Schematic design approval

SFRA, DPW, DBI

DPW/DBI to review information prior to issuance of construction site permit

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring Responsibility	Monitoring Actions/Schedule
applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors). Implementation of this measure would reduce this potential intermittent vibration impact to a <i>less than significant level</i> .				
<b>Mitigation 13-3: Potential Exposure of New, Project-Facilitated Noise-Sensitive Development to Ambient Noise Levels Exceeding Standards.</b> Site-specific noise studies consistent with the requirements of the State Building Code (SBC) shall be conducted for all new Project-facilitated residential uses within 75 feet of the Caltrain line and along the Bayshore Boulevard frontage to identify appropriate noise reduction measures to be included in project final design. Each noise study must be submitted to and approved by the San Francisco Planning Department and/or the San Francisco Redevelopment Agency prior to City issuance of a residential building permit. Identified noise reduction measures may include:	Project Applicant	Schematic design approval	SFRA, Planning Department	Review in all design documents
<ul style="list-style-type: none"> <li>▪ Site planning techniques to minimize noise in shared residential outdoor activity areas by locating such noise-sensitive areas behind buildings or in courtyards, or by orienting residential terraces to alleyways rather than streets, whenever possible;</li> <li>▪ Incorporation of an air circulation system in all affected units, which is satisfactory to the San Francisco local building official, so that windows can remain closed to maintain interior noise levels below 45 dBA <math>L_{dn}</math>; and</li> <li>▪ Incorporation of sound-rated windows and construction methods in residential units proposed along streets or the Caltrain line where noise levels would exceed 70 dB <math>L_{dn}</math>; and</li> <li>▪ Pre-Occupancy noise testing following a methodology satisfactory to the San Francisco Department of Health shall be completed prior to occupancy to demonstrate compliance with noise mitigation objectives.</li> </ul>	Project Applicant	Schematic design approval	SFRA, Planning Department	Review in all design documents
Noise levels at multi-family residential property lines around Project-facilitated development should be maintained at an $L_{eq}$ not in excess of 60 dBA during the daytime hours and 50 dBA during nighttime hours (10:00 P.M. to 7:00 A.M.), unless ambient noise levels are higher. In those cases, the existing ambient noise level would be the noise level standard.				

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**Mitigation Measure****Responsibility for  
Implementation****Mitigation  
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Individual development applicants noise level would be the noise level standard.

Implementation of these measures to the satisfaction of the San Francisco Planning Department and/or the San Francisco Redevelopment Agency would reduce potential Project related noise impacts on new residential uses to a *less-than significant level*.

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***UTILITIES AND SERVICE SYSTEMS***

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**Mitigation 15-1: Solid Waste Diversion Impacts.** The City and/or Agency shall require that final architectural designs for individual developments permitted in the Project Area indicate adequate space in buildings to accommodate three-bin recycling containers, as detailed under this mitigation in section 15.3 (Solid Waste Disposal/Recycling) of this EIR. The City shall ensure that these provisions are included in Project-facilitated building construction prior to issuance of a Certificate of Occupancy. Implementation of this measure would reduce this impact to a *less-than-significant level*.

Department of the Environment and/or SFRA and individual development applicants

Each development or schematic design application

Department of the Environment

Review within each design document

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**VISITACION VALLEY REDEVELOPMENT PROGRAM  
IMPROVEMENT MEASURES**

Improvement Measures	Improvement Responsibility	Improvement Schedule	Monitoring Responsibility	Monitoring Actions/ Schedule
<i>TRANSPORTATION AND TRAFFIC</i>				
<p><b>Improvement Measure for Impacts 8-1 and 8-9</b> Add bus signal prioritization for all signal improvements along Bayshore Boulevard to improve transit and traffic flows.</p>	MTA	Second phase of development	MTA	
<p><b>Improvement Measure for Impacts 8-1</b> <b>Bayshore Boulevard/Visitacion:</b> The Agency will study the possibility of restriping the existing Visitacion Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.</p>	SFRA	Second phase of development	MTA	
<p><b>Improvement Measure for Impacts 8-1</b> <b>Bayshore Boulevard/Sunnydale:</b> The Agency will study the possibility of restriping the existing Sunnydale Avenue connection to the west side of Bayshore Boulevard (now two travel lanes—one eastbound and one westbound) to create three lanes—one shared left through eastbound lane, one exclusive right-turn eastbound lane, and one westbound through lane. There are secondary impacts on traffic and bus operation associated with these striping changes. Implementation of this improvement measure is contingent upon future bus operations and parking demand.</p>	SFRA	Second phase of development	MTA	
<p><b>Improvement Measure for Impacts 8-1A and 8-9</b> Study shared use of LRV lane by buses to alleviate transit and traffic conflicts and improve anticipated delays for bus routes.</p>	MTA	Second phase of development	MTA	

2148








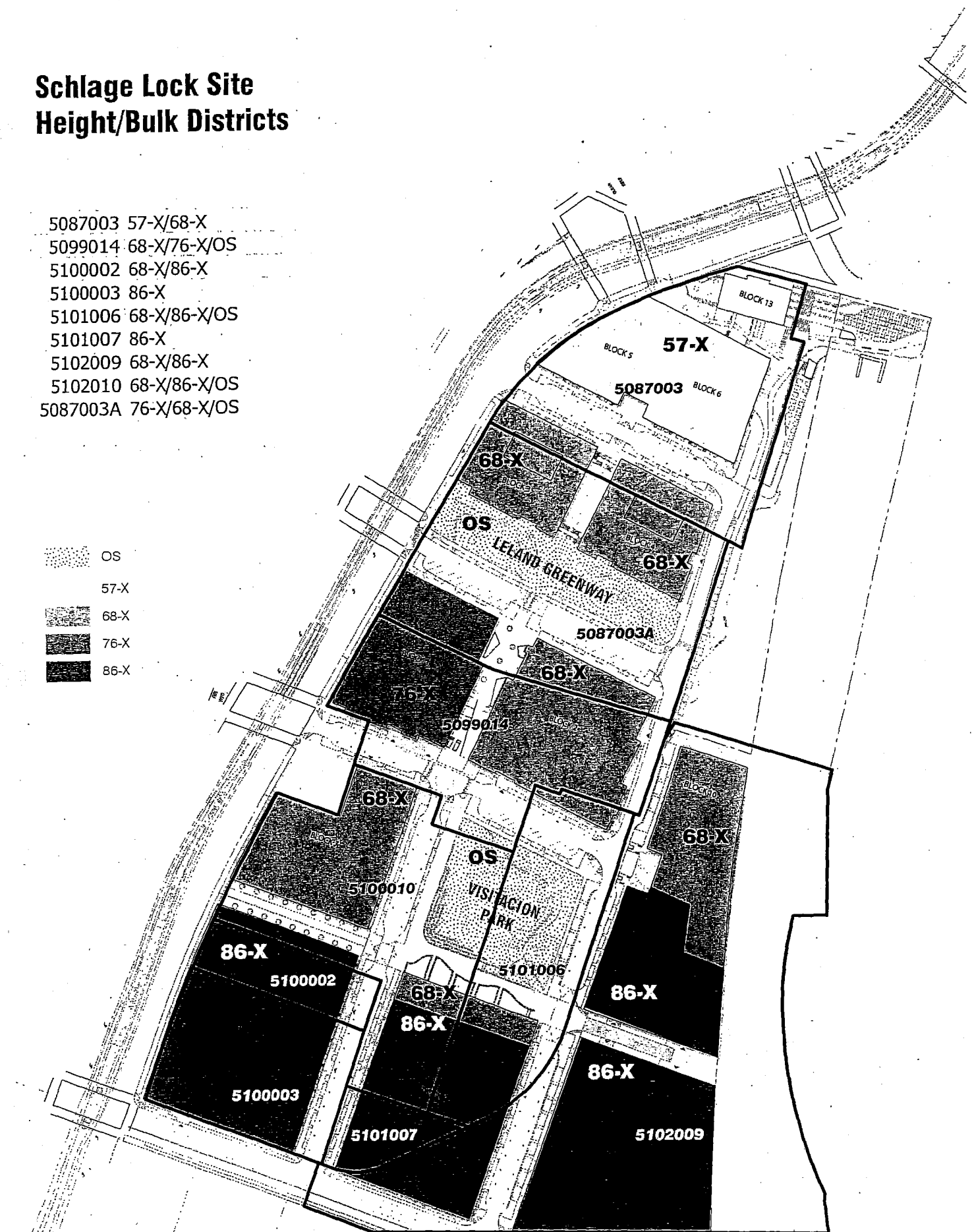
<b>Improvement Measures</b>	<b>Improvement Responsibility</b>	<b>Improvement Schedule</b>	<b>Monitoring Responsibility</b>	<b>Monitoring Actions/Schedule</b>
<b>Improvement Measure for Impact 8-3 Queuing Impacts</b> Study new Brisbane roadway connections that will be developed south of the site to improve access and alleviate queuing congestion.	SFRA/MTA/City of Brisbane	Second phase of development	SFRA,MTA	
<b>Improvement Measure for Impacts 8-1, 8-3 and 8-9</b> Study bus route configuration and bus stop relocations to minimize traffic and transit delays along Bayshore Boulevard.	MTA	First phase of development	MTA	
<b>Improvement Measure for Impact 8.8</b> Study transportation incentives to promote rail travel for Visitacion Valley residents, once Caltrain electrification takes place and Bayshore station receives more trains.	MTA/Developer	First phase of development	Developer, MTA	Subject to Caltrain electrification schedule
<b>Improvement Measure for Impact 8.8</b> Facilitate the construction of a temporary pathway to the Caltrain Station from Bayshore Boulevard.	SFRA/City of Brisbane	First phase of development	Developer, SFRA	
<b>Improvement Measure for Impact 8.8</b> The City will work with the Bi-County Study team and CalTrans to explore the utilization of HOV lanes and ramp meters in San Mateo to reduce SOV.	MTA, SFRA	First phase of development	MTA, SFRA	
<b>Improvement Measure for Pedestrian Safety Condition</b> In addition to the traffic calming measures described in the Design for Development, implement Bayshore Boulevard pedestrian safety measures, such as speed radar signs on Bayshore, enhanced crosswalk marking, additional signage and motorist education for the Visitacion Valley neighborhood.	MTA	First phase of development	MTA	



# Schlage Lock Site Height/Bulk Districts

- 5087003 57-X/68-X
- 5099014 68-X/76-X/OS
- 5100002 68-X/86-X
- 5100003 86-X
- 5101006 68-X/86-X/OS
- 5101007 86-X
- 5102009 68-X/86-X
- 5102010 68-X/86-X/OS
- 5087003A 76-X/68-X/OS






-  OS
-  57-X
-  68-X
-  76-X
-  86-X

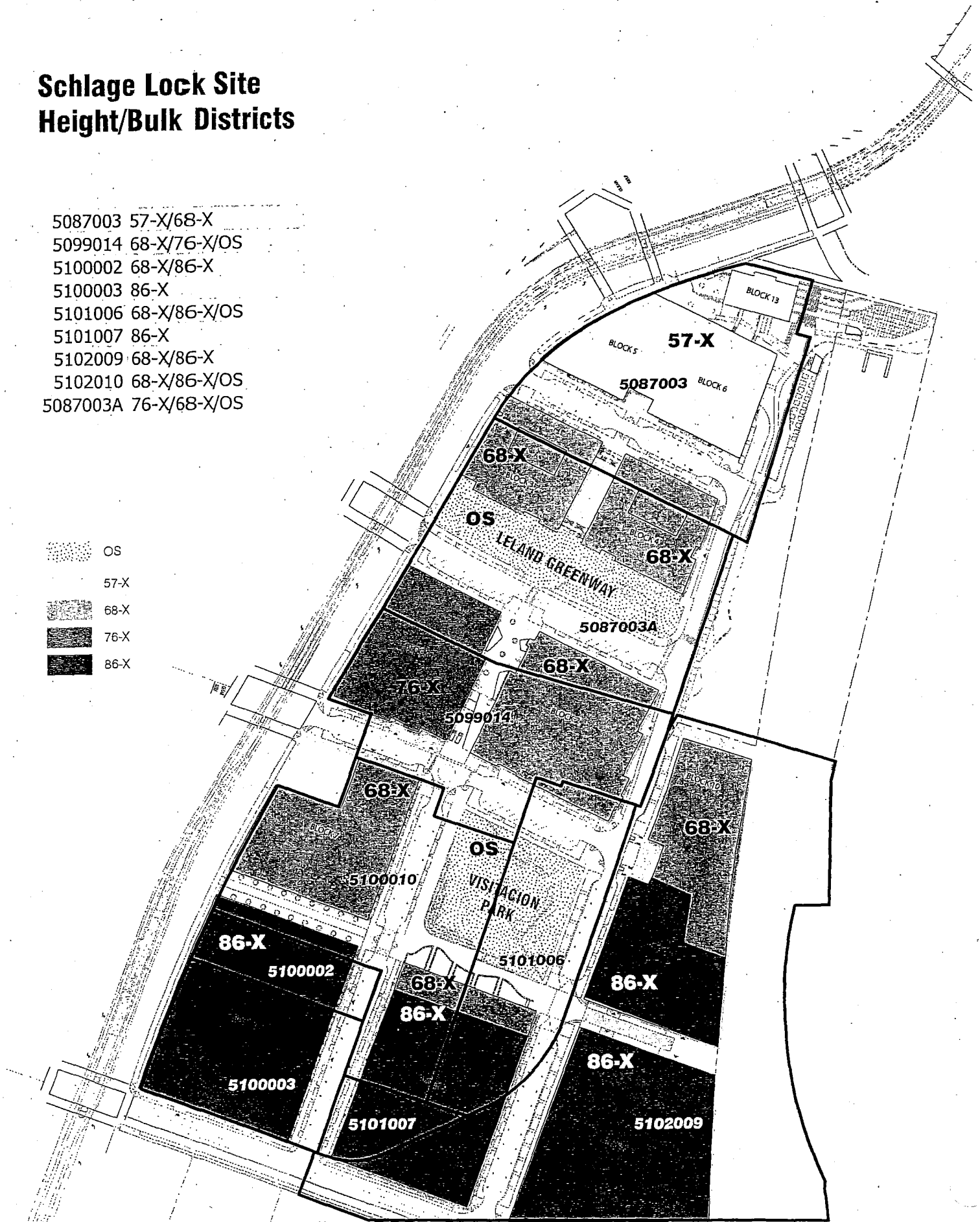


1402009

# Schlage Lock Site Height/Bulk Districts






- 5087003 57-X/68-X
- 5099014 68-X/76-X/OS
- 5100002 68-X/86-X
- 5100003 86-X
- 5101006 68-X/86-X/OS
- 5101007 86-X
- 5102009 68-X/86-X
- 5102010 68-X/86-X/OS
- 5087003A 76-X/68-X/OS

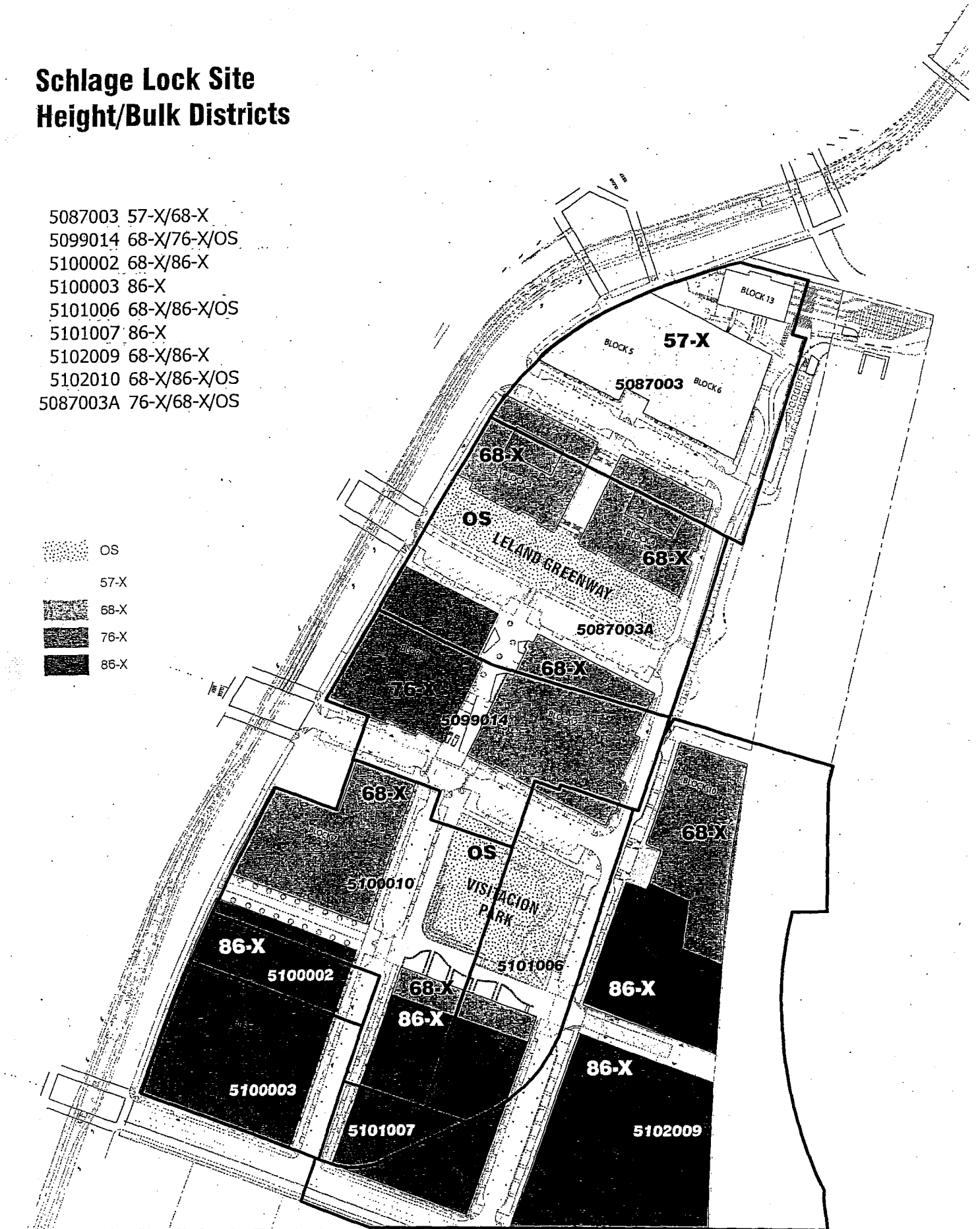
-  OS
-  57-X
-  68-X
-  76-X
-  86-X



# Schlage Lock Site Height/Bulk Districts

- 5087003 57-X/68-X
- 5099014 68-X/76-X/OS
- 5100002 68-X/86-X
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- 5101006 68-X/86-X/OS
- 5101007 86-X
- 5102009 68-X/86-X
- 5102010 68-X/86-X/OS
- 5087003A 76-X/68-X/OS

-  OS
-  57-X
-  68-X
-  76-X
-  86-X



BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

May 13, 2014

File No. 140445

Sarah Jones  
Environmental Review Officer  
Planning Department  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94103

Dear Ms. Jones:

On April 29, 2014, Mayor Lee introduced the following legislation:

File No. 140445

**Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

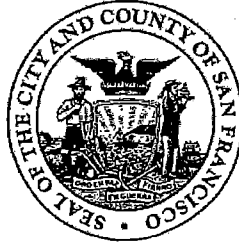
A handwritten signature in cursive script, appearing to read "A. Ausberry".

By: Andrea Ausberry, Assistant Clerk  
Land Use & Economic Development Committee

Attachment

c: Nannie Turrell, Environmental Planning  
Joy Navarrete, Environmental Planning  
Jeanie Poling, Environmental Planning

BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

May 13, 2014

Planning Commission  
Attn: Jonas Ionin  
1650 Mission Street, Ste. 400  
San Francisco, CA 94103

Dear Commissioners:

On April 29, 2014, Mayor Lee introduced the following legislation:

**File No. 140445**

**Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.**

The proposed ordinance is being transmitted pursuant to Planning Code Section 302(b) for public hearing and recommendation. The ordinance is pending before the Land Use and Economic Development Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "A Ausberry".

By: Andrea Ausberry, Assistant Clerk  
Land Use and Economic Development Committee

c: John Rahaim, Director of Planning  
Aaron Starr, Acting Manager of Legislative Affairs  
AnMarie Rodgers, Senior Policy Manager  
Scott Sanchez, Zoning Administrator  
Sarah Jones, Chief, Major Environmental Analysis  
Jeanie Poling, Environmental Planning  
Nannie Turrell, Environmental Planning

BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

# MEMORANDUM

TO: Regina Dick-Endrizzi, Director  
Christian Murdock, Commission Secretary  
Small Business Commission, City Hall, Room 448

FROM: Andrea Ausberry, Assistant Clerk, Land Use & Economic Development  
Committee, Board of Supervisors

DATE: May 13, 2014

SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS  
Land Use & Economic Development Committee

The Board of Supervisors' Land Use & Economic Development Committee has received the following legislation, which is being referred to the Small Business Commission for comment and recommendation. The Commission may provide any response it deems appropriate within 12 days from the date of this referral.

File No. 140445

Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Scholge Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

Please return this cover sheet with the Commission's response to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

\*\*\*\*\*

RESPONSE FROM SMALL BUSINESS COMMISSION - Date: 5/21/2014

No Comment  
 Recommendation Attached

C. Murdock, Acting Secretary  
Chairperson, Small Business Commission

The SBC will not hear this item.  
- C. Murdock



BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: John Updike, Director, Real Estate  
Tom Hui, Director, Department of Building Inspection  
Scott Sanchez, Zoning Administrator, Planning Department  
Todd Rufo, Director, Office of Economic and Workforce Development  
Tiffany Bohee, Executive Director, Office of Community Investment and Infrastructure

FROM: Andrea Ausberry, Assistant Clerk, Land Use and Economic Development Committee  
Board of Supervisors

DATE: May 13, 2014

SUBJECT: LEGISLATION INTRODUCED

---

The Board of Supervisors' Land Use and Economic Development Committee has received the following proposed legislation, introduced by the Mayor on April 29, 2014:

**File No. 140445**

**Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.**

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: William Strawn, Department of Building Inspection  
Carolyn Jayin, Department of Building Inspection  
Aaron Star, Planning Department  
AnMarie Rodgers, Planning Department  
Ken Rich, Office of Economic and Workforce Development  
Natasha Jones, Office of Community Investment and Infrastructure

OFFICE OF THE MAYOR  
SAN FRANCISCO



RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO

EDWIN M. LEE  
MAYOR

APR 29 PM 4:45

TO: Angela Calvillo, Clerk of the Board of Supervisors *le*  
FROM: *per* Mayor Edwin M. Lee *le*  
RE: Planning Code, Zoning Map - Visitation Valley/Schlage Lock Special Use District  
DATE: April 29, 2014

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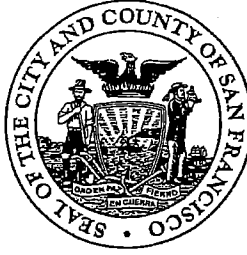
Attached for introduction to the Board of Supervisors is the ordinance amending the Planning Code to amend Section 249.45 to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schalge Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

Please note this item is cosponsored by Supervisor Cohen.

I request that this item be calendared in Land Use and Economic Development Committee.

Should you have any questions, please contact Jason Elliott (415) 554-5105.

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
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TDD/TTY No. 554-5227

## NOTICE OF PUBLIC HEARINGS

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

GOVERNMENT AUDIT AND OVERSIGHT COMMITTEE

and

LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors will hold two public hearings to consider the following proposals and said public hearings will be held as follows, at which time all interested parties may attend and be heard:

**SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC**

### GOVERNMENT AUDIT AND OVERSIGHT COMMITTEE

**Date:** Thursday, June 26, 2014

**Time:** 10:30 a.m.

**Location:** Committee Room 263, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

**File No. 140444.** Ordinance approving a Development Agreement between the City and County of San Francisco and Visitacion Development, LLC, for certain real property located in Visitacion Valley, bounded approximately to the north and west by McLaren Park and the Excelsior and Crocker Amazon Districts, to the east by the Caltrain tracks, and to the south by the San Francisco/San Mateo County line and the City of Brisbane; making findings under the California Environmental Quality Act, findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b); and waiving certain provisions of Administrative Code, Chapter 56.

*(Agenda information relating to this matter will be available for public review on Friday, June 20, 2014.)*

**LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE**

**Date:** Monday, June 30, 2014

**Time:** 1:30 p.m.

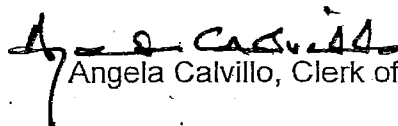
**Location:** Committee Room 263, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

**File No. 140445.** Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

**File No. 140675.** Ordinance amending the General Plan to amend Maps 1, 2, 4, and 5 of the Commerce and Industry Element, Map 6 of the Transportation Element, Maps 4 and 5 of the Urban Design Element, and the Land Use Index to implement the Visitation Valley/Schlage Lock Special Use District, which generally includes the properties bounded by Bayshore, Blanken and Tunnel Avenue to the San Francisco/San Mateo County line to the south, including the properties fronting Bayshore Boulevard from Arleta Avenue to the San Francisco/San Mateo County line to the south, and including the properties fronting Leland Avenue from Cora Street to Bayshore Boulevard; and making environmental findings, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

*(Agenda information relating to this matter will be available for public review on Friday, June 27, 2014.)*

In accordance with San Francisco Administrative Code, Section 67.7-1, persons who are unable to attend the hearings on these matters may submit written comments prior to the time the hearings begin. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to these matters are available in the Office of the Clerk of the Board.

  
Angela Calvillo, Clerk of the Board

DATED: June 12, 2014

MAILED/POSTED/PUBLISHED: June 16, 2014

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 544-5227

**PROOF OF MAILING**

Legislative File No. GAO: 140444 Land Use: 140445 and 140675

Description of Items: **Schlage Lock Project / Schlage Lock Special Use District**

**GOVERNMENT AUDIT AND OVERSIGHT COMMITTEE**

Date: Thursday, June 26, 2014  
Time: 10:30 a.m.  
Location: Committee Room 263, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

File No. 140444. Ordinance approving a Development Agreement between the City and County of San Francisco and Visitation Development, LLC, for certain real property located in Visitation Valley, bounded approximately to the north and west by McLaren Park and the Excelsior and Crocker Amazon Districts, to the east by the Caltrain tracks, and to the south by the San Francisco/San Mateo County line and the City of Brisbane; making findings under the California Environmental Quality Act, findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b); and waiving certain provisions of Administrative Code, Chapter 56.

**LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE**

Date: Monday, June 30, 2014  
Time: 1:30 p.m.  
Location: Committee Room 263, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

File No. 140445. Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitation Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitation Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

File No. 140675. Ordinance amending the General Plan to amend Maps 1, 2, 4, and 5 of the Commerce and Industry Element, Map 6 of the Transportation Element, Maps 4 and 5 of the Urban Design Element, and the Land Use Index to implement the Visitation Valley/Schlage Lock Special Use District, which generally includes the properties bounded by Bayshore, Blanken and Tunnel Avenue to the San Francisco/San Mateo County line to the south, including the properties fronting Bayshore Boulevard from Arleta Avenue to the San Francisco/San Mateo County line to the south, and including the properties

fronting Leland Avenue from Cora Street to Bayshore Boulevard; and making environmental findings, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

*(Agenda information relating to this matter will be available for public review on Friday, June 27, 2014.)*

I, Alisa Miller, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: 6/16/2014

Time: 2:20 p.m.

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: 

Instructions: Upon completion, original must be filed in the above referenced file.

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Aiisa Miller  
S.F. BD OF SUPERVISORS (OFFICIAL NOTICES)  
1 DR CARLTON B GOODLETT PL #244  
SAN FRANCISCO, CA 94102

### COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE  
Ad Description AM - 6.26.14 GAO & 6.30.14 Land Use - Schlage Lock

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO CHRONICLE. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the Clerk of the Board. Publication date(s) for this notice is (are):

06/16/2014

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ORANGE COUNTY REPORTER, SANTA ANA	(714) 543-2027
SAN DIEGO COMMERCE, SAN DIEGO	(619) 232-3486
SAN FRANCISCO DAILY JOURNAL, SAN FRANCISCO	(800) 640-4829
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THE DAILY RECORDER, SACRAMENTO	(916) 444-2355
THE INTER-CITY EXPRESS, OAKLAND	(510) 272-4747



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CNS 2634318

#### NOTICE OF PUBLIC HEARINGS BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRAN- CISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors will hold two public hearings to consider the following proposals for the

SCHLAGE LOCK PROJECT/SCHLAGE LOCK SPECIAL USE DISTRICT, VISITACION VALLEY, VISITACION DEVELOPMENT, LLC and said public hearings will be held as follows, at which time all interested parties may attend and be heard:  
GOVERNMENT AUDIT AND OVERSIGHT COMMITTEE THURSDAY, JUNE 26, 2014 - 10:30 AM COMMITTEE ROOM 263, CITY HALL 1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA

File No. 140444. Ordinance approving a Development Agreement between the City and County of San Francisco and Visitacion Development, LLC, for certain real property located in Visitacion Valley, bounded approximately to the north and west by McLaren Park and the Excelsior and Crocker Amazon Districts, to the east by the Caltrain tracks, and to the south by the San Francisco/San Mateo County line and the City of Brisbane, making findings under the California Environmental Quality Act, findings of conformity with the General Plan, and the eight priority policies of Planning Code, Section 101.1(b); and waiving certain provisions of Administrative Code, Chapter 56. (Agenda information relating to this matter will be available for public review on Friday, June 20, 2014.)

AND  
LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE  
MONDAY, JUNE 30, 2014 - 1:30 PM  
COMMITTEE ROOM 263, CITY HALL 1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA

File No. 140445. Ordinance amending the Planning Code, Section 249.45, to provide for use controls, including controls for formula retail uses, building standards, and procedural requirements, including noticing and community participation procedures, for applications for development, including design review and modifications, among other controls, in Zone 1 of the Schlage Lock/Visitacion Valley Special Use District (also referred to as the Schlage Lock site); amending the Zoning Map by amending Sectional Maps ZN10 and HT10 to reflect the Visitacion Valley/Schlage Lock Special Use District; and making environmental findings and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

File No. 140675. Ordinance amending the General Plan to amend Maps 1, 2, 4, and 5 of the Commerce and Industry Element, Map 6 of the Transportation Element, Maps 4 and 5 of the Urban Design Element, and the Land Use Index to implement the Visitacion Valley/Schlage Lock Special Use District, which generally includes the properties bounded by Bayshore, Blanken and Tunnel Avenue to the San Francisco/San Mateo County line to the

south, including the properties fronting Bayshore Boulevard from Arieta Avenue to the San Francisco/San Mateo County line to the south, and including the properties fronting Leland Avenue from Cora Street to Bayshore Boulevard; and making environmental findings, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1. (Agenda information relating to this matter will be available for public review on Friday, June 27, 2014.)

In accordance with San Francisco Administrative Code, Section 67.7-1, persons who are unable to attend the hearings on these matters may submit written comments prior to the time the hearings begin. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to these matters are available in the Office of the Clerk of the Board.

Angela Calvillo, Clerk of the Board

**Miller, Alisa**

---

**To:** Miller, Alisa  
**Subject:** HEARING NOTICE: SF Board of Supervisors - Schlage Lock Project  
**Attachments:** SchlageNotice.pdf

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors will hold two public hearings to consider the following proposals and said public hearings will be held as follows, at which time all interested parties may attend and be heard:

**PROJECT: SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT / VISITACION VALLEY, VISITACION DEVELOPMENT, LLC**

**GOVERNMENT AUDIT AND OVERSIGHT COMMITTEE**

**Date:** Thursday, June 26, 2014  
**Time:** 10:30 a.m.  
**Location:** Committee Room 263, located at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA

**LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE**

**Date:** Monday, June 30, 2014  
**Time:** 1:30 p.m.  
**Location:** Committee Room 263, located at City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Please review the attached hearing notice for specifics and details on both of the Committee hearings on matters related to the Schlage Lock project.

*Alisa Miller*

Assistant Clerk  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
415.554.4447 direct | 415.554.5163 fax  
[alisa.miller@sfgov.org](mailto:alisa.miller@sfgov.org)

Click [HERE](#) to complete a Board of Supervisors Customer Service Satisfaction form.

~~~~~

*Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.*



SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE LIST (SENT BY EMAIL)

| First Name | Middle Name | Last Name | Organization Name                      | Street                         | City          | Resident State | Resident Zip Code | Email Address                | Work Number  | Home Number  | Fax Number   | Cell Number |
|------------|-------------|-----------|----------------------------------------|--------------------------------|---------------|----------------|-------------------|------------------------------|--------------|--------------|--------------|-------------|
| Casey      |             | Allen     |                                        | 204 Tocoloma Avenue            | San Francisco | CA             | 94134             | casey@sflandscapes.com       |              |              |              |             |
| Terry      |             | Anders    |                                        | 1099 Sunnydale Ave             | SAN FRANCISCO | CA             | 94103             | andersandanders6@yahoo.com   |              |              |              | 4153096330  |
| Jenny      |             | Asinc     |                                        | 82 Leland Avenue               | San Francisco | CA             | 94134             | jenny.asinc@news.ms.org      |              |              |              |             |
| John       |             | Balobek   |                                        | 600 Grand Ave., Suite 300      | Oakland,      | CA             | 94610             | johnbalobek@macotec.com      |              |              |              |             |
| Laurie     |             | Bernstein |                                        | 1500 Mission Street            | San Francisco | CA             | 94103             | lbernstern@sfgoodwill.org    |              |              |              |             |
| David      |             | Binkowski |                                        | 10 Tucker Avenue               | San Francisco | CA             | 94134             | dbink@hotmail.com            | 4155056908   | 415 505-6908 |              |             |
| Bonnie     |             | Bridges   | boor bridges architecture              | 1686 15th street               | San Francisco | CA             | 94103             | bbridges@boorbridges.com     |              |              |              |             |
| Grover     |             | Buhr      |                                        | P.O. Box 228                   | BRISBANE      | CA             | 94025             | groverbuhr@aol.com           |              |              |              |             |
| James      | M           | Calloway  |                                        | P.O. Box 24589                 | SAN FRANCISCO | CA             | 94124             | jm.calloway@worldnet.att.net | 4152406086   |              |              |             |
| Chester    |             | Chan      |                                        | 58 Tioga Avenue                | San Francisco | CA             | 94134             | chanvan@aol.com              |              |              |              |             |
| Wen-Chin   |             | Chen      | San Francisco P.L. - Viz Valley Branch | 45 Leland Avenue               | San Francisco | CA             | 94134             | wchen@sfpl.org               |              |              |              |             |
| Betty      |             | Choi      |                                        | 605 Sunnydale Avenue           | San Francisco | CA             | 94134             | LeeChoi@aol.com              |              |              |              |             |
| Cindy      |             | Choy      |                                        | 49 Lois Lane                   | San Francisco | CA             | 94134             | cindychoy2008@yahoo.com      |              |              |              |             |
| Eugenia    |             | Clark     |                                        | 1160 Brussels Street           | San Francisco | CA             | 94134             | eugenia.clark@gmail.com      |              |              |              |             |
| Malla      |             | Cohen     |                                        | 501 Crescent Way #5410         | San Francisco | CA             | 94134             | malla.cohen@gmail.com        |              |              |              |             |
| Kenneth    |             | Colemand  |                                        | 316 Leland Ave.                | SAN FRANCISCO | CA             | 94103             | colemend@aaa-hawk.com        |              |              |              | 4155858808  |
| Francisco  |             | Da Costa  |                                        | 4909 Third Street              | SAN FRANCISCO | CA             | 94124             | fdc1947@gmail.com            | 4158229602   |              | 4158229600   |             |
| Ramle      |             | Dare      |                                        | 1360 Mission Street #300       | San Francisco | CA             | 94103             | rdare@mercyhousing.org       | 4153557118   |              |              |             |
| Kinwood    | H           | DeVoe     |                                        | 316 Leland Ave                 | SAN FRANCISCO | CA             | 94134             | kinwood@aaahawk.com          |              |              |              |             |
| Leticia    |             | DiLallo   |                                        | 395 Teddy Avenue               | San Francisco | CA             | 94134             | leticia@techart.com          |              |              |              |             |
| Edith      |             | Epps      |                                        | 133 Tunnel                     | San Francisco | CA             | 94134             | ehelns@sbcglobal.net         | 415-467-0236 | 415-467-0236 | 415-467-0276 |             |
| Opal       |             | Essence   |                                        | 150 Delta Street               | San Francisco | CA             | 94134             | opalminded@gmail.com         |              |              |              |             |
| Claude     |             | Everhart  |                                        | 4100-10 Redwood Road, Ste. 323 | Oakland       | CA             | 94619             | ctevrhr@aol.com              |              |              |              |             |
| Mara       |             | Feeney    | Mara Feeney and Associates             | 19 Beaver Street               | San Francisco | CA             | 94134             | mara@marafeeney.com          | 415-863-8760 |              |              |             |

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SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE LIST (SENT BY EMAIL)

| First Name     | Initial | Last Name | Organization Name                  | Street                              | City          | Resident State | Resident Zip Code | Email Address                   | Work Number | Home Number  | Fax Number | Cell Number |
|----------------|---------|-----------|------------------------------------|-------------------------------------|---------------|----------------|-------------------|---------------------------------|-------------|--------------|------------|-------------|
| Alek           |         | Felstner  |                                    | 209 Golden Gate Avenue              | San Francisco | CA             | 94102             | stephen.shotland@sfgov.org      | 4158648770  |              | 4158644158 | 4153123328  |
| Clara          |         | Garduno   |                                    | 526 Visitacion Avenue               | San Francisco | CA             | 94134             | claragarduno123@hotmail.com     |             | 415-586-1107 |            |             |
| Megan          |         | Gaydos    | San Francisco Department of Health | 1390 Market Street, Suite 910       | San Francisco | CA             | 94102             | megan.gaydos@sfdph.org          |             |              |            |             |
| Janet          |         | Gomes     |                                    | 241 5th Street                      | San Francisco | CA             | 94103             | jgomes@sfcc.org                 | 4159287322  |              |            |             |
| Danilla        |         | Gonzalez  |                                    | 1249 Brussels Street                | San Francisco | CA             | 94134             | gonzalezdaniela222@yahoo.com    |             |              |            |             |
| Steven         |         | Hanson    |                                    | 150 Executive Park Blvd.            | SAN FRANCISCO | CA             | 94103             | hansonsteven@earthlink.net      |             |              |            |             |
| Cris           |         | Hart      |                                    | 223 Mariposa Street                 | BRISBANE      | CA             | 94005             | cris.hart@comcast.net           |             |              |            |             |
| Mary           |         | Hashem    |                                    | 475 17th Street, Suite 950          | Denver        | CO             | 80202             | mhashem@brownfieldpartners.net  |             |              |            | 3032057910  |
| Molly          |         | Hassler   | Visitacion Valley Cmnty Ctr        | 522 Campbell Avenue                 | San Francisco | CA             | 94134             | mollyhassler@hotmail.com        |             | 415-330-8554 |            |             |
| Michael        |         | Henry     | Retail West Inc.                   |                                     |               |                |                   | mhenry@retailwestinc.com        |             |              |            |             |
| Sharen         |         | Hewitt    |                                    | 1099 Sunnydale Ave                  | SAN FRANCISCO | CA             | 94134             | sharenhewitt@aol.com            |             |              | 4155877481 | 4153333017  |
| Trish          |         | Holloway  |                                    | 390 Teddy Avenue                    | San Francisco | CA             | 94134             | tricia_holloway@yahoo.com       |             | 415-467-1991 |            |             |
| Steven         |         | Huang     |                                    | 150 Executive Park Way Blvd., #4200 | SAN FRANCISCO | CA             | 94134-3309        | shuang@univercalparagoncorp.com |             |              |            |             |
| Tara           |         | Hui       | CAA                                | 1099 Sunnydale Avenue               | San Francisco | CA             | 94134             | tarahui@hotmail.com             |             |              |            |             |
| Tara           |         | Hui       |                                    | 238 Wilde Avenue                    | San Francisco | CA             | 94134             | tarahui@hotmail.com             |             |              |            |             |
| Chris          |         | Jackson   |                                    | 530 Bartlett Street                 | San Francisco | CA             | 94110             | chris.jackson415@gmail.com      |             |              |            |             |
| Inskip         |         | James     | CAC                                | 136 Garrison Avenue                 | San Francisco | CA             | 94134             | ijames6552@sbglobal.net         |             | 415-608-6616 |            |             |
| Chris & Martha |         | Jimenez   |                                    | 480 Campbell Ave.                   | SAN FRANCISCO | CA             | 94134             | encontrados@earthlink.net       |             |              |            |             |
| Kenny          |         | Johnson   |                                    | P.O. Box 3                          | Fairfax       | CA             | 94930             | kenny@thesacredspace.org        |             |              |            |             |
| Larry          |         | Jones     |                                    | 1512 Sunnydale Ave                  | SAN FRANCISCO | CA             | 94103             | ljones@vvcdo.org                |             |              |            | 4157244679  |
| Andrew         |         | Kang      |                                    | 515 Delta Street                    | San Francisco | CA             | 94134             | drewkang@gmail.com              |             |              |            |             |

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SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE LIST (SENT BY EMAIL)

| First Name | Middle Name | Last Name      | Organization Name                                | Street                                | City          | Resident State | Resident Zip Code | Email Address                     | Work Number  | Home Number  | Fax Number | Cell Number  |
|------------|-------------|----------------|--------------------------------------------------|---------------------------------------|---------------|----------------|-------------------|-----------------------------------|--------------|--------------|------------|--------------|
| Reza       |             | Khoshnevisan   | SIA Consulting Corporation                       | 1256 Howard Street                    | San Francisco | CA             | 941032712         | reza@siaconsul<br>t.com           |              |              |            |              |
| Emile      |             | Kishek         |                                                  | 1145 Palomar Drive                    | Redwood City  | CA             | 94062             | emile@alphares<br>toration.com    |              |              |            |              |
| Emile      |             | Kishek         |                                                  | 1145 Palomar Drive                    | Redwood City  | CA             | 94062             | emile@alphares<br>toration.com    |              |              |            |              |
| Stavroda   |             | Kolltsoopoulos |                                                  | 1326 16th Ave                         | San Francisco | CA             | 94122-2012        | Astra7796<br>@aol.com             |              |              |            |              |
| Harold     |             | Kyer           |                                                  | 1652 Sunnydale Avenue                 | San Francisco | CA             | 94134             | harold_kyer@y<br>ahoo.com         |              |              |            |              |
| Michelle   |             | LaFlue         | Visitacion Valley Boom                           | 531 Orizaba Street                    | San Francisco | CA             | 94132             | mflaflue@aol.co<br>m              | 415-587-8683 | 415-333-7833 |            | 415-309-3673 |
| Kenny      |             | Lam            |                                                  | 3773 San Bruno Avenue                 | San Francisco | CA             | 94134             | lamdu@yahoo.<br>com               |              |              |            |              |
| Virginia   |             | Lasky          | DTSC                                             | 700 Heinz Avenue, Ste. 200            | Berkeley      | CA             | 94710             | vlasky@dtsc.ca.<br>gov            |              |              |            |              |
| Dien       |             | Le             |                                                  | P.O. Box 34272                        | San Francisco | CA             | 94134             | dienle08@yaho<br>o.com            |              | 415-254-6087 |            |              |
| Ku-Tsang   |             | Lin            |                                                  | 10 Tucker Avenue                      | San Francisco | CA             | 94134             | klinlaw@yaho<br>o.com             |              | 415 505-3787 |            |              |
| Fran       |             | Martin         |                                                  | 186 Arleta Avenue                     | San Francisco | CA             | 94134             | frma6764860@a<br>ol.com           | 4154680639   |              |            |              |
| Erika      |             | Matos          |                                                  | 2 Sparta Street, #A                   | San Francisco | CA             | 94134             | matos806@gm<br>ail.com            |              |              |            |              |
| Chris      |             | Miller         |                                                  | 14062 Denver West Blvd.,<br>Suite 300 | Golden        | CO             | 80401             | ctmiller@macte<br>c.com           | 3032936071   |              | 3032925411 | 3033249608   |
| Stuart     |             | Miner          |                                                  | 475 17th St., Ste. 950                | Denver        | CO             | 80202             | sminer@brownf<br>ieldpartners.net | 3032057910   |              |            |              |
| Alex Yuk   | Mak         | Ming           |                                                  | 301 Campbell Avenue                   | San Francisco | CA             | 94134             | alexmak49@ya<br>hoo.com           |              |              |            |              |
| Samuel     |             | Morales        |                                                  | 257 Schwerin Street                   | San Francisco | CA             | 94134             | smoralescotto<br>@yahoo.com       |              |              |            |              |
| Russell    |             | Morine         | Visitacion Valley PA                             | 531 Blanken Avenue                    | San Francisco | CA             | 94134             | rmorine@aol.co<br>m               |              |              |            |              |
| Jose Luis  |             | Moscovich      | San Francisco County<br>Transportation Authority | 100 Van Ness Avenue 25th<br>Floor     | San Francisco | CA             | 94102             | jlm@sfcta.org                     |              |              |            |              |
| David      |             | Ng             |                                                  | 501 Crescent Way, #5110               | San Francisco | CA             | 94134-3339        | dng2000@sbcgl<br>obal.net         |              | 415-468-3877 |            |              |
| Lina       |             | Oller          |                                                  | 220 Raymond Avenue                    | San Francisco | CA             | 94134             | dlpm_enterpris<br>es@yahoo.com    |              |              |            |              |
| Kelenia    |             | Olsen          |                                                  | 455 Golden Gate Ave, Suite<br>14600   | SAN FRANCISCO | CA             | 94102             | kelenia.olsen@<br>asm.ca.gov      | 4155572312   |              |            |              |
| Kriztina   | B           | Palone         |                                                  | 1 Dr. Carlton B. Goodlett Pl<br>#448  | SAN FRANCISCO | CA             | 94102             | kriztina.palone<br>@sfgov.org     |              |              |            |              |

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SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE LIST (SENT BY EMAIL)

| First Name        | Initials | Last Name    | Organization Name                                       | Street                             | City          | Resident State | Resident Zip Code | Email Address                               | Work Number | Home Number  | Fax Number | Cell Number |
|-------------------|----------|--------------|---------------------------------------------------------|------------------------------------|---------------|----------------|-------------------|---------------------------------------------|-------------|--------------|------------|-------------|
| Tom               |          | Pflueger     |                                                         | 2470 Mariner Square Loop           | Alameda       | CA             | 94501             | tomp@mbharc<br>h.com                        |             |              |            |             |
| Jorge & Evelyn    |          | Portillo     |                                                         | 115 Blanken Avenue                 | San Francisco | CA             | 94134             | blanken1@aol.c<br>om                        |             | 4154676147   |            |             |
| Missy             |          | Raglin       |                                                         | 247 Rey Street,                    | San Francisco | CA             | 94134             | lllbit94134@1h<br>otmail.com                |             |              |            |             |
| Steve             |          | Reese        |                                                         | 415 Campbell Ave                   | San Francisco | CA             | 94134             | reesesooo@sbc<br>global.net                 |             |              |            |             |
| Emily             |          | Salgado      |                                                         | 455 Golden Gale Ave #14200         | San Francisco | CA             | 94102             | emily.salgado@<br>sen.ca.gov                |             |              |            |             |
| Albert            |          | Sandoval     |                                                         | 693 University St.                 | SAN FRANCISCO | CA             | 94134             | albertsandoval<br>@comcast.net              |             |              |            |             |
| Vidal             |          | Santana      |                                                         | 968 Rutland St.                    | SAN FRANCISCO | CA             | 94134             | vosseler74@gm<br>all.com                    |             | 4154107594   |            |             |
| Jonathan          |          | Scharfman    | UPC                                                     | 150 Executive Park Blvd.,<br>#4200 | San Francisco | CA             | 94134             | jscharfman@un<br>lversalparagonc<br>orp.com |             |              |            |             |
| Janis & Myron     |          | Seeman       |                                                         | 507 Campbell Avenue                | San Francisco | CA             | 94134             | jansee731@sbc<br>global.net                 |             | 4156561047   |            |             |
| Anne              |          | Seeman       | Visitacion Valley PA/ VV<br>Greenway                    | 523 Campbell Avenue                | San Francisco | CA             | 94134             | sguanne@yaho<br>o.com                       |             | 415-467-8721 |            |             |
| Chi Hsin          |          | Shao         | CHS Consulting                                          | 130 Sutter # 468.                  | San Francisco | CA             | 94104             | chshao@<br>chsconsulting.n<br>et            |             |              |            |             |
| Sandra            |          | Silvestri    |                                                         | 2630 Bayshore Blvd                 | San Francisco | CA             | 94134             | fountainlady@g<br>mail.com                  |             |              |            |             |
| Brett             |          | Stephens     |                                                         | 256 Talbert Street                 | San Francisco | CA             | 94134             | brett2012@hot<br>mail.com                   |             |              |            |             |
| Renee &<br>Jerome |          | Strain       |                                                         | 286 Thrift Street                  | San Francisco | CA             | 94112-2923        | dreamlocks@ho<br>tmail.com                  |             |              |            | 4153054469  |
| Mae               |          | Swanbeck     |                                                         | 708 Red Leaf Court                 | Daly City     | CA             | 94104             | mmswanbeck@ya<br>hoo.com                    |             |              |            |             |
| John              |          | Swiecki      | City of Brisbane                                        | 50 Park Lane                       | Brisbane      | CA             | 94005             | jswiecki@ci.bris<br>bane.ca.us              | 4155082120  |              |            |             |
| Joseph "Steve"    |          | Talmadge Sr. | Rotary Club of San<br>Francisco / Special T<br>Delivery | P.O. Box 422127                    | San Francisco | CA             | 94142             | chief@speciald<br>elivery.com               |             |              |            |             |
| Tammy             |          | Tan          |                                                         | 2442 Bayshore Blvd.                | San Francisco | CA             | 94134             | apacc_1999@y<br>ahoo.com                    |             |              |            |             |
| Jeff              |          | Tan          |                                                         | 50 Schwerln Street                 | San Francisco | CA             | 94134             | tanjeff8@gmail.<br>com                      |             |              |            |             |
| Thi               |          | Teksing      |                                                         | 511 Amazon Ave                     | San Francisco | CA             | 94112-3807        | teksing2003@y<br>ahoo.com                   |             |              |            |             |
| Kevln             |          | Thomson      |                                                         | 179 Teddy Avenue                   | San Francisco | CA             | 94134             | thomson.64@g<br>mail.com                    |             |              |            |             |
| Cuca              | A.       | Torres       |                                                         | 9 Talbert Street                   | San Francisco | CA             | 94134             | cucaylme@hot<br>mail.com                    |             |              |            |             |
| Marlene           |          | Tran         |                                                         | 34 Leland Ave                      | San Francisco | CA             | 94134             | tranmarlene@y<br>ahoo.com                   |             | 4154675072   |            | 4153776214  |

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SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
 VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
 HEARING NOTICE LIST (SENT BY EMAIL)

| First Name      | Idle No | Last Name | Organization Name | Street               | City          | Resident State | Resident Zip Code | Email Address                | Work Number | Home Number  | Fax Number | Cell Number |
|-----------------|---------|-----------|-------------------|----------------------|---------------|----------------|-------------------|------------------------------|-------------|--------------|------------|-------------|
| Bill            |         | Treddway  |                   | 9 Tloga Avenue       | San Francisco | CA             | 94134             | btredd@comcast.net           |             | 415-468-4713 |            |             |
| Jamela          |         | Walker    |                   | 145 Dakota St.       | San Francisco | CA             | 94107             | Jamelawalker79@yahoo.com     |             | 4154242919   |            |             |
| Ronnie          |         | Wardell   |                   | 316 Leland Ave.      | SAN FRANCISCO | CA             | 94103             | ronnie.wardell@yahoo.com     |             |              |            | 4156320996  |
| Ed              |         | Way       |                   | 37 Teddy             | San Francisco | CA             | 94134             | eway1769@yahoo.com           |             |              |            |             |
| Tom             |         | Wishing   |                   | 271 Wheeler Avenue   | San Francisco | CA             | 94134             | tomwishing@hotmail.com       |             |              |            |             |
| Nick            |         | Wolff     |                   | 91 Leland Ave.       | SAN FRANCISCO | CA             | 94134             | sf.vvboom@gmail.com          |             |              |            | 4152255969  |
| Jackie          |         | Wong      |                   | 300 Tocoloma Avenue  | San Francisco | CA             | 94134             | jaxsters@gmail.com           |             |              |            |             |
| Diana           |         | Yee       |                   | 327 Raymond Ave      | SAN FRANCISCO | CA             | 94103             | ms.dianayee@gmail.com        |             |              |            |             |
| Sasanna & Diana |         | Yee       |                   | 327 Raymond Ave      | San Francisco | CA             | 94134             | sasannayee@gmail.com         |             |              |            |             |
| Leticia         |         | Zaragora  |                   | 442 Peninsula Avenue | San Francisco | CA             | 94134             | xotchil01@yahoo.com          |             |              |            |             |
| Toni            |         | Zernik    |                   | 41 Teddy Ave         | San Francisco | CA             | 94103             | toni.zernik@gmail.com        |             | 4152250120   |            |             |
| Michael         | Xian    | Zhang     |                   | 364 5th Avenue       | San Francisco | CA             | 94118             | michaelcheung_13@hotmail.com |             |              |            |             |

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SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE MAILING LIST

| NAME | ORGANIZATION                         | ADDRESS                | CITY STATE ZIP CODE          |
|------|--------------------------------------|------------------------|------------------------------|
|      | Lees Family Investments Inc          | 100 LELAND AVENUE      | San Francisco, CA 94134      |
|      | Nevin Construction                   | 1001 GIRARD STREET     | San Francisco, CA 94134      |
|      | Ampttrak Electrical                  | 1026 GIRARD STREET     | San Francisco, CA 94134      |
|      | Nguyens Gardening                    | 1047 VISITACION AVENUE | San Francisco, CA 94134      |
|      | Flamenco Dance Performance           | 1060 BRUSSELS STREET   | San Francisco, CA 94134      |
|      | Fusion Iron Welding Service          | 108 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Visitacion Valley Laundry            | 108 LELAND AVENUE      | San Francisco, CA 94134      |
|      | Thutmose Temple Inc                  | 111 RAYMOND AVENUE     | San Francisco, CA 94134      |
|      | Speedy Ultrasonic Blind Cleaning Inc | 1116 GIRARD STREET     | San Francisco, CA 94134      |
|      | Hong Carpet                          | 1128 GIRARD STREET     | San Francisco, CA 94134      |
|      | Richard E Simmons Inc                | 12 ALDER STREET        | San Francisco, CA 94134      |
|      | Byrd Family Day Care Inc             | 1305 BOWDOIN STREET    | San Francisco, CA 94134      |
|      | Zigs Drape Depot                     | 1309 BOWDOIN STREET    | San Francisco, CA 94134      |
|      | TT Ms Carpet                         | 139 CORA STREET        | San Francisco, CA 94134      |
|      | Chadwick Roofing Specialists         | 144 PEABODY STREET     | San Francisco, CA 94134      |
|      | Visitacion Valley Neighbor           | 149 CORA STREET        | San Francisco, CA 94134      |
|      | Trading In Touch Co                  | 1497 HOLYOKE STREET    | San Francisco, CA 94134      |
|      | Leland Avenue Cleaners               | 151 LELAND AVENUE      | San Francisco, CA 94134      |
|      | G C Electric                         | 161 CORA STREET        | San Francisco, CA 94134      |
|      | Little Quiapo Bake Shop              | 169 LELAND AVENUE      | San Francisco, CA 94134      |
|      | Visitacion Valley Neighbor           | 169 TALBERT STREET     | San Francisco, CA 94134      |
|      | Data First Systems                   | 170 SCHWERIN STREET    | San Francisco, CA 94134      |
|      | Leland Avenue LLC                    | 171 HALE STREET        | San Francisco, CA 94134      |
|      | Visitacion Valley Neighbor           | 171 TIOGA AVENUE       | San Francisco, CA 94134      |
|      | Urban Ecology, Inc.                  | 18 BARTOL STREET       | San Francisco, CA 94133-4501 |
|      | Mothers Organizing Mothers           | 2 TALBERT STREET       | San Francisco, CA 94134      |
|      | American Tree Trimmers               | 2 TEDDY AVENUE         | San Francisco, CA 94134      |
|      | Detail Ironworks                     | 200 ORDWAY STREET      | San Francisco, CA 94134      |
|      | Beam Construction                    | 200 TEDDY AVENUE       | San Francisco, CA 94134      |
|      | Medallion Liquors Distribution       | 2157 BAY SHORE BLVD.   | San Francisco, CA 94134      |
|      | Smittys Market                       | 23 AURA VIS            | Millbrae, CA 94030-2201      |
|      | Tock Corporation                     | 234 FRANCISCO STREET   | San Francisco, CA 94133      |
|      | Monumental Records                   | 235 HESTER AVENUE      | San Francisco, CA 94134      |
|      | GL Bay Construction Co               | 238 LELAND AVENUE      | San Francisco, CA 94134      |
|      | K C Associates Inc                   | 239 PENINSULA AVENUE   | San Francisco, CA 94134      |
|      | St. James Presbyterian Church        | 240 LELAND AVENUE      | San Francisco, CA 94134      |
|      | RM Construction & Remodel            | 243 NUEVA AVENUE       | San Francisco, CA 94134      |
|      | Angel Dental Lab                     | 244 WHEELER AVENUE     | San Francisco, CA 94134      |
|      | Amoroso/Holman Design Group          | 251 TOCOLOMA AVENUE    | San Francisco, CA 94134      |
|      | Tiffanys Cafe                        | 266 RAYMOND AVENUE     | San Francisco, CA 94134      |
|      | Visitacion Valley Neighbor           | 268 LELAND AVENUE      | San Francisco, CA 94134      |
|      | Sams Plumbing & Heating              | 290 TEDDY AVENUE       | San Francisco, CA 94134      |
|      | Stainmasters Carpet & Janitorial     | 30 REY STREET          | San Francisco, CA 94134      |
|      | Carson International Trade           | 301 PENINSULA AVENUE   | San Francisco, CA 94134      |
|      | Athena Electrical Cnstr Co           | 33 BISHOP STREET       | San Francisco, CA 94134      |
|      | Evan Vending                         | 345 MANSELL STREET     | San Francisco, CA 94134      |
|      | Adams Enterprises                    | 347 ARLETA AVENUE      | San Francisco, CA 94134      |
|      | Phase-Temp Inc                       | 35 RAYMOND AVENUE      | San Francisco, CA 94134      |
|      | K&D Maintenance                      | 354 PENINSULA AVENUE   | San Francisco, CA 94134      |
|      | Greater Prosperity Baptist           | 3560 SAN BRUNO AVENUE  | San Francisco, CA 94134      |
|      | Tammies Hair Design                  | 3564 SAN BRUNO AVENUE  | San Francisco, CA 94134      |
|      | N E C Investment Corporation         | 3600 SAN BRUNO AVENUE  | San Francisco, CA 94134      |
|      | Yuens Construction Co                | 366 ARLETA AVENUE      | San Francisco, CA 94134      |
|      | Albert Kuan DDS                      | 37 LELAND AVENUE       | San Francisco, CA 94134      |
|      | Excalibur Luxury Trnsp               | 3970 SAN BRUNO AVENUE  | San Francisco, CA 94134      |
|      | BCW Construction & Maint             | 42 CAMPBELL AVENUE     | San Francisco, CA 94134      |
|      | American Indian Baptist Church       | 422 LELAND AVENUE      | San Francisco, CA 94134      |
|      | Metro Cab                            | 437 PENINSULA AVENUE   | San Francisco, CA 94134      |
|      | SM Contracting Co                    | 44 TOMASO CT           | San Francisco, CA 94134      |
|      | Hubbard Lorea                        | 457 WHEELER AVENUE     | San Francisco, CA 94134      |
|      | Royal Pacific Mortgage               | 46 LELAND AVENUE       | San Francisco, CA 94134      |
|      | BKH Income Tax & Book keeping        | 483 SUNNYDALE AVENUE   | San Francisco, CA 94134      |
|      | W&V Paschals                         | 494 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Nancy Kim Hahoang                    | 50 LELAND AVENUE       | San Francisco, CA 94134      |
|      | Jins Market                          | 526 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Youngs Cafe                          | 543 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Pelayo Trucking Inc                  | 551 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Visitacion Valley Neighbor           | 581 SAWYER STREET      | San Francisco, CA 94134      |
|      | May May Beauty Salon                 | 60 LELAND AVENUE       | San Francisco, CA 94134      |
|      | Hons Trading Co                      | 63 TUCKER AVENUE       | San Francisco, CA 94134      |
|      | BAM Properties                       | 66 POTRERO AVENUE      | San Francisco, CA 94103      |
|      | United States Postal Service         | 68 LELAND AVENUE       | San Francisco, CA 94134      |
|      | Schlage Lock Company                 | 6810 HILLSDALE COURT   | Indianapolis, IN 46250       |
|      | Rescue CD Plumbing                   | 691 CAMPBELL AVENUE    | San Francisco, CA 94134      |
|      | Shao Fat                             | 770 DELTA STREET       | San Francisco, CA 94134      |
|      | San Francisco Chinese News           | 78 GILLETTE AVENUE     | San Francisco, CA 94134      |

SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
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| NAME                                     | ORGANIZATION                       | ADDRESS                        | CITY STATE ZIP CODE        |
|------------------------------------------|------------------------------------|--------------------------------|----------------------------|
|                                          | P L Sewing Co 2                    | 78 LELAND AVENUE               | San Francisco, CA 94134    |
|                                          | Leon Tchangs Produce               | 781 DELTA STREET               | San Francisco, CA 94134    |
|                                          | Our Lady of Visitation             | 785 SUNNYDALE AVENUE           | San Francisco, CA 94134    |
|                                          | Adason Computer                    | 8 LOIS LANE                    | San Francisco, CA 94134    |
|                                          | Smith Family Living Trust          | 807 MARY JANE AVENUE           | Patterson, CA 95363        |
|                                          | City Wash International            | 83 LELAND AVENUE               | San Francisco, CA 94134    |
|                                          | Delbianco Tile                     | 88 MILL STREET                 | San Francisco, CA 94134    |
|                                          | Phoenix Electric Company           | 90 TEDDY AVENUE                | San Francisco, CA 94134    |
|                                          | Visitacion Valley Neighbor         | 92 NUEVA AVENUE                | San Francisco, CA 94134    |
|                                          | C W Building Maintenance           | 927 SUNNYDALE AVENUE           | San Francisco, CA 94134    |
|                                          | Sophisticated Brush                | 948 BRUSSELS STREET            | San Francisco, CA 94134    |
|                                          | Mark T Voelker Plumbing            | 99 ARLETA AVENUE               | San Francisco, CA 94134    |
|                                          | The Southland Corporation          | P.O. BOX 711                   | Dallas, TX 75221           |
| ADIEL M & REMEDIOS B WRITER RE           |                                    | 1257 TURQUOISE DR              | HERCULES CA 94547          |
| ADIEL M & REMEDIOS B WRITER REVOC        |                                    | 1257 TURQUOISE DR              | HERCULES, CA 94547         |
| Agus Exsan                               |                                    | 963 FARRIER PLACE              | Daly City, CA 94014        |
| Ai Feng Zhen                             |                                    | 176 ROLPH STREET               | San Francisco, CA 94112    |
| Aivie Lee Willkom                        |                                    | 3 VELASCO AVENUE               | Daly City, CA 94014        |
| Al & Natalie Estebez                     |                                    | 258 RAYMOND AVENUE             | San Francisco, CA 94134    |
| Al Buccianeri                            |                                    | 1229 VISITACION AVE            | San Francisco, CA 94134    |
| Al Dixon                                 |                                    | 455 MARKET STREET, 6TH FLOOR   | San Francisco, CA 94105    |
| ALAN K L & ADRIENNE B SCROGGLE REV TRUST |                                    | 536 10TH AV                    | SAN FRANCISCO, CA 94118    |
| Albert Jung                              | Jung Albert K S& Ng-Jun Bes        | P.O. BOX 533                   | Kentfield, CA 94914        |
| Albert Sandoval                          |                                    | 693 UNIVERSITY ST.             | SAN FRANCISCO, CA 94134    |
| Alcide Celerams Jr.                      |                                    | 230 RUTLAND STREET             | San Francisco, CA 94134    |
| Alek Felstiner                           |                                    | 209 GOLDEN GATE AVENUE         | San Francisco, CA 94102    |
| Alex Ming                                |                                    | 301 CAMPBELL AVENUE            | San Francisco, CA 94134    |
| Alex Obgrio                              |                                    | 525 ARGONAUT                   | San Francisco, CA 94134    |
| Alex Yuen                                |                                    | 41 ALPHA STREET                | San Francisco, CA 94134    |
| ALFEO & PAOLA SILVESTRI LIV TR           |                                    | 149 S LINDEN AVE               | SO SAN FRANCISCO, CA 94080 |
| ALFEO & PAOLA SILVESTRI LVG TRUST        |                                    | 2635 BAYSHORE BLVD             | SAN FRANCISCO, CA 94134    |
| Alice Smith                              | Senior Central District 7          | 50 RAYMOND AVENUE              | San Francisco, CA 94134    |
| Allison Lum                              | Bernal Heights Neighborhood Center | 515 CORTLAND AVENUE            | San Francisco, CA 94124    |
| Alma & Chris Taylor                      |                                    | 381 WILDE AVENUE               | San Francisco, CA 94134    |
| ALONZO FAMILY TRUST                      |                                    | 765 VIENNA ST                  | SAN FRANCISCO CA 94112     |
| Amy Kwan Ping Wong Tam                   |                                    | 471 CAMPBELL AVENUE            | San Francisco, CA 94134    |
| Ana Concepcion                           |                                    | 3075 26TH STREET               | San Francisco, CA 94110    |
| Andrea Cato                              |                                    | 984 RUTLAND ST                 | San Francisco, CA 94134    |
| Andrew Kang                              |                                    | 515 DELTA STREET               | San Francisco, CA 94134    |
| Andy Stewart                             | Cherokee Investment Partners       | 111 E. HARGETT STREET, STE 300 | Raleigh, NC 27601-1439     |
| Andy Zu                                  |                                    | 255 TEDDY AVENUE               | San Francisco, CA 94134    |
| Angel Torres                             |                                    | 193 DESMOND STREET             | San Francisco, CA 94134    |
| Angelo & Ann Foppiano                    |                                    | 131 DESMOND STREET             | San Francisco, CA 94134    |
| Angelo Antonucci                         |                                    | 386 TEDDY AVE                  | San Francisco, CA 94134    |
| Angelo Kyer                              |                                    | 1836 SUNNYDALE                 | SAN FRANCISCO, CA 94103    |
| Angie Bordinneu                          |                                    | 15 TALBERT STREET              | San Francisco, CA 94134    |
| Anh Tran Le                              |                                    | 188 FLORENTINE                 | San Francisco, CA 94134    |
| Anita Bellocchi                          |                                    | 318 TEDDY AVENUE               | San Francisco, CA 94134    |
| Anita Margrill                           |                                    | 672 SHOTWELL                   | San Francisco, CA 94134    |
| Anita Weindorf                           |                                    | 851 BOWDOIN STREET             | San Francisco, CA 94134    |
| Ann Wei                                  |                                    | 912 GARFIELD STREET            | San Francisco, CA 94134    |
| ANNA S JEW RVOC LVG TR 2007              |                                    | 435 SUNNYDALE AVE              | SAN FRANCISCO, CA 94134    |
| Anne Seeman                              | Visitacion Valley PA/ VV Greenway  | 523 CAMPBELL AVENUE            | San Francisco, CA 94134    |
| Annette & Veronica Toussaint             |                                    | 144 GILLETTE AVENUE            | San Francisco, CA 94134    |
| Annie Si                                 |                                    | 330 TEDDY AVE                  | San Francisco, CA 94134    |
| ANTHONY D & CELIA M MANA REVOC TR        |                                    | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133    |
| An-Yi Yu                                 |                                    | 219 WHEELER AVENUE             | San Francisco, CA 94134    |
| Arcadia Maximo                           | Maximo Trucking                    | 175 PEABODY STREET             | San Francisco, CA 94134    |
| Arthur Morris                            |                                    | 278 HESTER AVENUE              | San Francisco, CA 94134    |
| Artina Lim                               |                                    | 1390 MARKET STREET, SUITE 900  | San Francisco, CA 94102    |
| Asian Pacific American Community Center  |                                    | 2442 Bayshore Blvd             | SAN FRANCISCO CA 94134     |
| At Hua Jiang                             |                                    | 134 NUEVA AVENUE               | San Francisco, CA 94134    |
| AYONAYON HERMENEGILDA N & AYON           |                                    | 122 WORBLER LN                 | BRISBANE CA 94005          |
| BANK OF AMERICA NA                       |                                    | 101 N TRYON ST                 | CHARLOTTE, NC 28255        |
| Bao Qiong Chen                           |                                    | 379 TEDDY AVENUE               | San Francisco, CA 94134    |
| Bao Shi Zhen                             |                                    | 335 WHEELER AVE                | San Francisco, CA 94134    |
| Barbara Wong                             |                                    | 838 SCHWERIA STREET            | Daly City, CA 94014        |
| Barry Thornton                           |                                    | 45 MILL STREET                 | San Francisco, CA 94134    |
| BASILE RICHARD                           |                                    | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133    |
| BASILE ROBERT                            |                                    | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133    |
| BASILE TONY                              |                                    | 834 FRANCISCO ST               | SAN FRANCISCO, CA 94133    |
| Bauling Lo                               |                                    | 1364 HAMPSHIRE STREET          | San Francisco, CA 94110    |
| BAYPOINT PROPERTIES LLC                  |                                    | 2079 ADMIRAL PL                | SAN JOSE CA 95133          |
| Bernice Bidwell                          |                                    | 549 VISITATION AVENUE          | San Francisco, CA 94134    |
| Bert Arceo                               |                                    | 426 TOCOLOMA AVENUE            | San Francisco, CA 94134    |
| Betty Choi                               |                                    | 605 SUNNYDALE AVENUE           | San Francisco, CA 94134    |

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| NAME                      | ORGANIZATION                             | ADDRESS                            | CITY STATE ZIP CODE          |
|---------------------------|------------------------------------------|------------------------------------|------------------------------|
| Betty Edwards             |                                          | 608 CAMPBELL AVENUE                | San Francisco, CA 94134      |
| Betty Parshall            |                                          | 386 WILDE AVENUE                   | San Francisco, CA 94134      |
| Betty Williams            | San Francisco P.L. - Viz Valley Branch   | 45 LELAND AVENUE                   | San Francisco, CA 94134      |
| Betty Wilson              |                                          | 251 ARGONAUT AVE.                  | San Francisco, CA 94134      |
| Beyen Awyueung            |                                          | 43 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Bill Lee                  |                                          | 72 GILLETTE AVE                    | San Francisco, CA 94134      |
| Bill Sable                |                                          | 390 WILDE AVENUE                   | San Francisco, CA 94134      |
| Bill Threadgill           | El Dorado Betterment Council             | 1100 GOETTINGEN STREET             | San Francisco, CA 94134      |
| Bill Treddway             |                                          | 9 TIOGA AVENUE                     | San Francisco, CA 94134      |
| Bill Wilson               |                                          | 71 DEL CASA                        | San Francisco, CA 94941      |
| Bin Ou Wei                |                                          | 61 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Blancett Reynolds         |                                          | 327 WHEELER AVENUE                 | San Francisco, CA 94134      |
| Bob & Henrietta Barluan   |                                          | 290 WHEELER                        | San Francisco, CA 94134      |
| Bob Henderson             |                                          | 718 OLMSTEAD STREET                | San Francisco, CA 94134      |
| Bob Otsuka                |                                          | 640 BRANNAN STREET                 | San Francisco, CA 94134      |
| Bobby Denes               |                                          | 601 CAMPBELL AVENUE                | San Francisco, CA 94134      |
| Bobby Jackson             |                                          | 83 GARRISON STREET                 | San Francisco, CA 94134      |
| BOC LUCY                  |                                          | 520 WOODSIDE CT                    | S.SAN FRANCISCO, CA 94080    |
| Bonnie Bridges            | boor bridges architecture                | 1686 15TH STREET                   | San Francisco, CA 94103      |
| Bonnie Ko                 | North East Medical Services              | 1520 STOCKTON STREET               | San Francisco, CA 94134      |
| Brad Drda                 | San Francisco Recycling & Disposal, Inc. | 501 TUNNEL AVENUE                  | San Francisco, CA 94134      |
| Bran Ma                   |                                          | 445 VISITACION AVE.                | San Francisco, CA 94134      |
| Breann Martinez           | Habitat for Humanity                     | 645 HARRISON STREET, STE 201       | San Francisco, CA 94107-3524 |
| Brenda Lopez              |                                          | 2000 CRYSTAL SPRINGS ROAD APT 612  | San Bruno, CA 94066-4629     |
| Brett Stephens            |                                          | 256 TALBERT STREET                 | San Francisco, CA 94134      |
| Brian Zhou                |                                          | 98 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Bruce Werner              |                                          | 59 TUCKER                          | San Francisco, CA 94134      |
| BRUGNOLI GEORGETTE        |                                          | 60 RACINE LN                       | SAN FRANCISCO, CA 94134      |
| Buu Tran                  |                                          | 625 VISITACION AVENUE              | San Francisco, CA 94134      |
| BYRNES PROPERTIES LLC     |                                          | 19 VISTA VERDE CT                  | SAN FRANCISCO CA 94131       |
| Cai Mei Yu                |                                          | 1127 SILUMAN STREET                | San Francisco, CA 94134      |
| Camilla                   | Visitacion Valley Neighbor               | 71 CORA STREET                     | San Francisco, CA 94134      |
| Can Hua & Mei Na Situ     |                                          | 153 LELAND AVENUE                  | San Francisco, CA 94134      |
| Candice Keller            |                                          | 471 BOLLING CIRCLE                 | Novato, CA 94949-4548        |
| Carl & Cindia Deng        |                                          | 2260 BAY SHORE BLVD.               | San Francisco, CA 94134      |
| Carla Visser              |                                          | P.O. BOX 34395                     | San Francisco, CA 94134      |
| Carol Lee-Tung            |                                          | 746 41ST. AVENUE                   | San Francisco, CA 94121      |
| Casey Allen               |                                          | 204 TOCOLOMA AVENUE                | San Francisco, CA 94134      |
| Cathy Kline               |                                          | 215 WEST PORTAL                    | San Francisco, CA 94132      |
| Celeste Johnson           |                                          | 110 BLANKEN AVENUE                 | San Francisco, CA 94134      |
| Cfan Sim Mei              |                                          | 424 SAWYER STREET                  | San Francisco, CA 94134      |
| CHAI SAM Y                |                                          | 2175 BAYSHORE BLVD                 | SAN FRANCISCO, CA 94134      |
| Chana Kennedy             | Community Center for Youth & Adults      | 450 RAYMOND AVENUE, ROOM 101       | San Francisco, CA 94134      |
| Chana Sourivong           | Senior Active Network                    | 965 MISSION STREET, #705           | San Francisco, CA 94103      |
| Chang Ci Li               |                                          | 2518 SAN BRUNO AVENUE APT. #1      | San Francisco, CA 94134      |
| Charles Yu                | San Francisco Dept. of Public Works      | 30 VAN NESS AVENUE, 5TH FLOOR      | San Francisco, CA 94102      |
| Charlie & Mabel Seto      | APACC                                    | 2440 BAYSHORE BLVD., #1            | San Francisco, CA 94134      |
| CHAU BRIAN W              |                                          | 2428 BAY SHORE #2                  | SAN FRANCISCO CA 94134       |
| CHEN BING YAN             |                                          | 32 LELAND AVE                      | SAN FRANCISCO, CA 94134      |
| CHEN BOYE                 |                                          | 2158 BAY SHORE BLVD                | SAN FRANCISCO, CA 94134      |
| CHEN GENG XIN KEVIN       |                                          | 263 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| CHEN JIN YE               |                                          | 263 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| CHEN JOANNE               |                                          | 263 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| CHEN PEI DANG             |                                          | 263 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| Chen Xiu Li               |                                          | 181 RAYMOND AVENUE                 | San Francisco, CA 94134      |
| Chen Yue Ling             |                                          | 361 RAYMOND AVENUE                 | San Francisco, CA 94134      |
| CHEN ZI SEK               |                                          | 2434 BAY SHORE BLVD                | SAN FRANCISCO, CA 94134      |
| CHEONG FONG CHOK          |                                          | 39 DESMOND ST                      | SAN FRANCISCO, CA 94134      |
| Chester Chan              |                                          | 58 TIOGA AVENUE                    | San Francisco, CA 94134      |
| Chester Lei               |                                          | 113 GILLETTE AVENUE                | San Francisco, CA 94134      |
| Chester Palesoo           | Samoan Community Develop. Ctr.           | 2055 SUNNYDALE AVENUE              | San Francisco, CA 94134      |
| Cheung Leung Ping         |                                          | 375 ELLINGTON AVENUE               | San Francisco, CA 94134      |
| Chew Foo & Hsin Mzei Wong |                                          | 1416 SUNNYDALE AVENUE              | San Francisco, CA 94134      |
| Chi Chang Liao            |                                          | 1655 SUNNYDALE AVE                 | San Francisco, CA 94134-2627 |
| Chi Hsin Shao             | CHS Consulting                           | 130 SUTTER # 468                   | San Francisco, CA 94104      |
| Chi Wah Tsui              |                                          | 1 CHURCH STREET APT. #332          | San Francisco, CA 94114      |
| Ching Wa Yip              |                                          | 500 RAYMOND AVENUE #312            | San Francisco, CA 94134      |
| CHOW YING K & SIU MEI     |                                          | 2323 CLIPPER ST                    | SAN MATEO, CA 94403          |
| Choy Ng                   | Choy Tsiu Wan Ng                         | 117 LELAND AVENUE                  | San Francisco, CA 94134      |
| Chris & Cruz Santiago     | Visitacion Valley PA                     | 34 BRITTON STREET                  | San Francisco, CA 94134      |
| Chris & Martha Jimenez    |                                          | 480 CAMPBELL AVE.                  | SAN FRANCISCO, CA 94134      |
| Chris Barnett             |                                          | 1360 GOETTINGEN                    | San Francisco, CA 94134      |
| Chris Daquinez            |                                          | 166 TIOGA AVENUE                   | San Francisco, CA 94134      |
| Chris Jackson             |                                          | 530 BARTETT STREET                 | San Francisco, CA 94110      |
| Chris Miller              |                                          | 14062 DENVER WEST BLVD., SUITE 300 | Golden, CO 80401             |
| Christina Charles         | Mayor's Viz Valley CAC Board             | 10 TOWERSIDE AVENUE                | San Francisco, CA 94134      |



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|--------------------------------------|-----------------------------------------------|--------------------------------|------------------------------|
| Christina Galvez                     |                                               | 327 ARLETA AVENUE              | San Francisco, CA 94134      |
| Christina Henry                      |                                               | 254 RAYMOND AVENUE             | San Francisco, CA 94134      |
| Christina Morin                      |                                               | 523 PARIS STREET               | San Francisco, CA 94112      |
| Christina Wong                       | Chinese for Affirmative Action                | 17 WALTER U. LUM PLACE         | San Francisco, CA 94108      |
| Christine Wong                       |                                               | 143 ARLETA AVENUE              | San Francisco, CA 94134      |
| Christine Wong                       | Visitacion Valley CC Family Community Service | 50 RAYMOND AVE                 | San Francisco, CA 94134-2308 |
| Christopher Rivers                   |                                               | 258 HESTER AVENUE              | San Francisco, CA 94134      |
| Chu Bing Fai & Mo Ching              |                                               | 253 PEABODY STREET             | San Francisco, CA 94134      |
| Chu Chin                             |                                               | 319 RAYMOND AVENUE             | San Francisco, CA 94134      |
| Chu Guen Cheong & Sai Mui Lam        |                                               | 833 RUTLAND STREET             | San Francisco, CA 94134      |
| Chu Hon Lau                          |                                               | 235 WHEELER AVENUE             | San Francisco, CA 94134      |
| Chuanze Luo                          |                                               | 500 RAYMOND AVENUE #326        | San Francisco, CA 94134      |
| Chuen Sun Ho                         |                                               | 101 LEDYARCE STREET            | San Francisco, CA 94134      |
| Chui Fong Un                         |                                               | 436 PENINSULA AVENUE           | San Francisco, CA 94134      |
| Chui King Wong                       |                                               | 45 CORA STREET                 | San Francisco, CA 94134      |
| Chung Wen Mak                        |                                               | 195 ARLETA AVENUE              | San Francisco, CA 94134      |
| Chung Wing Pang                      |                                               | 335 WHEELER AVENUE             | San Francisco, CA 94134      |
| Cindy Choy                           |                                               | 49 LOIS LANE                   | San Francisco, CA 94134      |
| Cindy Lee                            |                                               | 72 GILLETTE AVENUE             | San Francisco, CA 94134      |
| Clara Garduno                        |                                               | 526 VISITACION AVENUE          | San Francisco, CA 94134      |
| Claude Everhart                      |                                               | 4100-10 REDWOOD ROAD, STE. 323 | Oakland, CA 94619            |
| CLERKLEY CHARLES E                   |                                               | 2428 BAY SHORE BL #COMMERC     | SAN FRANCISCO CA 94134       |
| Connie Wolding                       |                                               | 1411 BIRCHWOOD CT.             | San Francisco, CA 94134      |
| Craig & Amy Collins                  |                                               | 110 TALBERT STREET             | San Francisco, CA 94134      |
| Cris Hart                            |                                               | 223 MARIPOSA STREET            | BRISBANE, CA 94005           |
| Cuca Torres                          |                                               | 9 TALBERT STREET               | San Francisco, CA 94134      |
| Cui Hua Lin                          |                                               | 56 TUCKER AVENUE               | San Francisco, CA 94134      |
| Cui Lan Tang                         |                                               | 30 CAMPBELL AVENUE             | San Francisco, CA 94134      |
| Current Resident                     |                                               | 161 SCHWERIN AVENUE            | San Francisco, CA 94134      |
| Current Resident                     |                                               | 275 TEDDY AVENUE               | San Francisco, CA 94134      |
| Current Resident                     |                                               | 941 RUTLAND STREET             | San Francisco, CA 94134      |
| Cynthia & Kent Lennox                |                                               | 266 Tocoloma Avenue            | San Francisco, CA 94134      |
| Cynthia Cox                          |                                               | 359 WILDE AVENUE               | San Francisco, CA 94134      |
| Cynthia Yip                          |                                               | 100 TUCKER AVENUE              | San Francisco, CA 94134      |
| Da Feng                              |                                               | 255 HAHN STREET                | San Francisco, CA 94134      |
| Da Xing Lin                          |                                               | 100 REY STREET                 | San Francisco, CA 94134      |
| Daisy D Reyes                        |                                               | 20 TOMASO CT.                  | San Francisco, CA 94134      |
| Daisy Ng                             |                                               | 209 PENINSULA AVENUE           | San Francisco, CA 94134      |
| Dana Dillworth                       | BBCAG                                         | 41 HUMBOLDT                    | Brisbane, CA 94005           |
| Danelia Casco                        |                                               | 4045 MISSION STREET            | San Francisco, CA 94134      |
| Daniel O'Sullivan                    |                                               | 24 DESMOND STREET              | San Francisco, CA 94134      |
| Daniel Pavloff                       |                                               | 336 ARLETA AVENUE              | San Francisco, CA 94134      |
| Danila Gonzalez                      |                                               | 1249 BRUSSELS STREET           | San Francisco, CA 94134      |
| Darlan Tang                          |                                               | 39 MCCARTHY AVE.               | San Francisco, CA 94134      |
| David Chan                           | San Francisco Safe                            | 850 BRYANT STREET, #135        | San Francisco, CA 94103      |
| David Chan & Shur Ping               |                                               | 51 LELAND AVENUE               | San Francisco, CA 94134      |
| David Ensinger                       |                                               | 33 LOIS LANE                   | San Francisco, CA 94134      |
| David Fisher                         | 3 D Photography                               | 74 KELLOCH AVENUE              | San Francisco, CA 94134      |
| David Leung                          |                                               | 323 WILDE AVENUE               | San Francisco, CA 94134      |
| David Ng                             |                                               | 501 CRESCENT WAY, #5110        | San Francisco, CA 94134-3339 |
| DAVID S & MAURA H MANA 2005 REVOC TR |                                               | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133      |
| David Trinh                          |                                               | 52 GILLETTE AVENUE             | San Francisco, CA 94134      |
| Deanna & Dave Mitchell               |                                               | 666 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Deborah Smith                        |                                               | 447 RAYMOND AVENUE             | San Francisco, CA 94134      |
| DEGUZMAN TRISTAN R & FLAVIO FLORA    |                                               | 239 TUNNEL AVE                 | SAN FRANCISCO, CA 941342440  |
| De-Hu Yu                             |                                               | 231 FELTON STREET              | San Francisco, CA 94134      |
| DELA CRUZ PHILLIP C                  |                                               | 46 LELAND AVE                  | SAN FRANCISCO, CA 94134      |
| Dela Dela Cruz                       | Dela Cruz Ejermira B                          | 20 TOMASO COURT                | San Francisco, CA 94134      |
| Dena Belzer                          | Strategic Economics                           | 2991 SHATTUCK AVENUE, #203     | Berkeley, CA 94705           |
| DENG FAMILY TRUST                    |                                               | 266 TEDDY AVE                  | SAN FRANCISCO CA 94134       |
| DENG GUO WEI & JIAN YING XU          |                                               | 4111 SAN BRUNO AVE             | SAN FRANCISCO CA 94134       |
| Denise Minter                        |                                               | 570 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Dennis & Jeannette Hill              |                                               | 273 TEDDY AVENUE               | San Francisco, CA 94134      |
| Dennis J. Hong                       |                                               | 101 Marletta Drive             | San Francisco, CA 94127      |
| Devorah Merling                      | Viz Valley Elementary School                  | 55 SCHWERIN STREET             | San Francisco, CA 94134      |
| Dian Lee                             |                                               | 156 RAYMOND STREET             | San Francisco, CA 94134      |
| Diana Chu                            |                                               | 250 Talbert Street             | San Francisco, CA 94134      |
| Diane Palmer                         |                                               | 280 REY STREET                 | San Francisco, CA 94134      |
| Dien Le                              |                                               | P.O. BOX 34272                 | San Francisco, CA 94134      |
| Dixie Cotros                         |                                               | 146 TUCKER AVENUE              | San Francisco, CA 94134      |
| Dina Babiera                         |                                               | 713 SAN BRUNO AVE              | San Francisco, CA 94107-2633 |
| Dominic Nguyen                       |                                               | 301 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| Don Horany                           |                                               | 84 KELLOCH                     | SAN FRANCISCO, CA 94103      |
| Donald Weijian Wong                  |                                               | 180 LELAND AVENUE              | San Francisco, CA 94134      |
| Donna Liu Waldman                    | Children's Council of SF                      | 445 CHURCH STREET              | San Francisco, CA 94114      |
| Dora Lo                              |                                               | 22 BRITTON STREET              | San Francisco, CA 94134      |

SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
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| NAME                           | ORGANIZATION                        | ADDRESS                     | CITY STATE ZIP CODE          |
|--------------------------------|-------------------------------------|-----------------------------|------------------------------|
| Doris Carcamo                  |                                     | 377 HARKNESS AVENUE         | San Francisco, CA 94134      |
| Dorothy Haggi                  |                                     | 32 TIOGA                    | San Francisco, CA 94134      |
| Dr. Soderia Wilson             |                                     | 305 HARKNESS AVENUE         | San Francisco, CA 94134      |
| Dr. Veronica Hunnicutt         | City College of S.F. - SE Campus    | 1800 OAKDALE AVENUE         | San Francisco, CA 94124      |
| DUONG VO                       |                                     | 90 DENSLowe DR              | SAN FRANCISCO, CA 94132      |
| Dwayne Jusino                  |                                     | 750 COLBY STREET            | San Francisco, CA 94134      |
| Ed & Val Keough                |                                     | 3030 INGALLS STREET         | San Francisco, CA 94124      |
| Ed Way                         |                                     | 37 TEDDY                    | San Francisco, CA 94134      |
| Ed Win Wong                    |                                     | 37 TEDDY AVENUE             | San Francisco, CA 94134-2345 |
| Edgar & Priscilla Morales      |                                     | 458 LELAND AVENUE           | San Francisco, CA 94134      |
| Edith Epps                     |                                     | 133 TUNNEL                  | San Francisco, CA 94134      |
| Edith Epps                     |                                     | P.O. Box 34187              | SAN FRANCISCO CA 94134       |
| Edmund Wong                    |                                     | 185 TEDDY AVENUE            | San Francisco, CA 94134      |
| Edna Auslund                   |                                     | 179 ARLETA AVENUE           | San Francisco, CA 94134      |
| Edna Norrell                   |                                     | 48 GILLETTE AVENUE          | San Francisco, CA 94134      |
| EDWARD GATTI LLC               |                                     | PO BOX 750458               | PETALUMA, CA 94975           |
| El Tillet                      | Visitacion Valley Task Force        | 512 LELAND AVENUE           | San Francisco, CA 94134      |
| Eli Horn                       | Viz Valley Beacon Center            | 450 RAYMOND AVENUE, RM. 101 | San Francisco, CA 94134      |
| Elias Ali                      |                                     | 154 DESMOND ST              | San Francisco, CA 94134      |
| Elizabeth Stroud               |                                     | 59 LOIS LANE                | San Francisco, CA 94134      |
| Elliot Shannonhouse            |                                     | 1795 39TH AVENUE            | San Francisco, CA 94122-4035 |
| Ellouise Patton                |                                     | 1715 YOSEMITE AVE           | SAN FRANCISCO,, CA 94103     |
| Elvira Belos Santos            |                                     | 386 ORIENT STREET           | Daly City, CA 94410          |
| Emile Kishek                   |                                     | 1145 PALOMAR DRIVE          | Redwood City, CA 94062       |
| Emily Salgado                  |                                     | 455 GOLDEN GALE AVE #14200  | San Francisco, CA 94102      |
| Enstine Chester                |                                     | 137 BROOKDALE               | San Francisco, CA 94134      |
| Eric Brewer-Garcia             | LISC                                | 369 PINE STREET, STE. 350   | San Francisco, CA 94104      |
| Erika Matos                    |                                     | 2 SPARTA STREET, #A         | San Francisco, CA 94134      |
| Ernest & Emilia Garduno        |                                     | 149 DESMOND STREET          | San Francisco, CA 94134      |
| Ernestine Brown                |                                     | 32 BURR AVENUE              | San Francisco, CA 94134      |
| ESPINOZA LITA F                |                                     | 4115 SAN BRUNO AVE          | SAN FRANCISCO, CA 94134      |
| ESPINOZA ROBERT D              |                                     | 4115 SAN BRUNO AVE          | SAN FRANCISCO CA 94134       |
| Eugenia Clark                  |                                     | 1160 BRUSSELS STREET        | San Francisco, CA 94134      |
| Eugenia Haynes                 |                                     | 1115 SUNNYDALE AVENUE       | San Francisco, CA 94134      |
| Eva Allen                      | El Dorado Elementary School         | 70 DELTA STREET             | San Francisco, CA 94134      |
| Eva Shephard                   |                                     | 35 HERITAGE                 | San Francisco, CA 94134      |
| Ezell Nelson                   |                                     | 363 ARLETA AVENUE           | San Francisco, CA 94134      |
| Feliz                          | Visitacion Valley Neighbor          | 17 REY STREET               | San Francisco, CA 94134      |
| Feng Li Li                     |                                     | 159 TUNNEL AVENUE           | San Francisco, CA 94134      |
| Feng-Bao Wei                   |                                     | 18 MACDONALD AVENUE         | Daly City, CA 94104          |
| Feng-Jun Ouyang                |                                     | 95 ARLETA AVENUE            | San Francisco, CA 94134      |
| Fenj Fen Lei                   |                                     | 386 LISBON STREET           | San Francisco, CA 94112      |
| Feny Jin Tan                   |                                     | 3901 SAN BRUNO AVENUE       | San Francisco, CA 94134      |
| Fernando V. Sayo               |                                     | 580 GOETTINGEN STREET       | San Francisco, CA 94112      |
| Florence Pentherer             |                                     | 22 TIOGA AVENUE             | San Francisco, CA 94134      |
| Fook Hune                      |                                     | 273 SANTOS STREET           | San Francisco, CA 94134      |
| FOPPIANO ANGELO & ANN M REV TR |                                     | 131 DESMOND ST              | SAN FRANCISCO, CA 94134      |
| Fr. John Jimenez SFOP          |                                     | 655 SUNNYDALE               | San Francisco, CA 94134      |
| Fran Martin                    |                                     | 186 ARLETA AVENUE           | San Francisco, CA 94134      |
| Frances Jung                   |                                     | 120 BLANKEN AVENUE          | San Francisco, CA 94134      |
| Francisco Da Costa             |                                     | 4909 THIRD STREET           | SAN FRANCISCO,, CA 94124     |
| Francisco Zandro               |                                     | 1753 GENEVA AVENUE          | San Francisco, CA 94134      |
| Francisco/Katherin Teixeira    |                                     | 89 TIOGA AVENUE             | San Francisco, CA 94134      |
| Franco Mancini                 | FOMP                                | 945 WOOLSEY STREET          | San Francisco, CA 94134      |
| Francois & Brigid Hedouin      |                                     | 230 TOCLOMA AVENUE          | San Francisco, CA 94134      |
| Frank Lee                      | San Francisco Dept. of Public Works | 1680 MISSION STREET         | San Francisco, CA 94103      |
| Frank Mah                      | Wu Yee Children's Services          | 831 BROADWAY STREET         | San Francisco, CA 94133      |
| Fred & Lelita St. Ana          |                                     | 33 TEDDY AVENUE             | San Francisco, CA 94134      |
| Freddie Little                 |                                     | 248 HESTER AVENUE           | San Francisco, CA 94134      |
| Fredna Howell                  | Burton High School                  | 400 MANSELL STREET          | San Francisco, CA 94134      |
| Fu Cheang                      |                                     | 465 WILDE AVENUE            | San Francisco, CA 94134      |
| FUDYM BORIS & BELLA            |                                     | 2423 27TH AVE               | SAN FRANCISCO, CA 94116      |
| Fung Chan King                 |                                     | 846 RUTLAND STREET          | San Francisco, CA 94134      |
| FUNG GEORGE S & BETTY S        |                                     | 10 ARLETA AVE               | SAN FRANCISCO, CA 94134      |
| Fung Ming Lam                  |                                     | 65 RAYMOND AVENUE           | San Francisco, CA 94134      |
| Gapol Guadencia B              |                                     | 995 RUTLAND STREET          | San Francisco, CA 94134      |
| GARDUNO FAMILY REVOCABLE TRUST |                                     | 149 DESMOND ST              | SAN FRANCISCO, CA 94134      |
| Gary Chen & Chi Hsuan          |                                     | 41 LELAND AVENUE            | San Francisco, CA 94134      |
| Gary Youronghuang              |                                     | 2084 BAYSHORE BLVD.         | San Francisco, CA 94134      |
| Geraldine Damian O.L.V         |                                     | 362 LELAND AVENUE           | San Francisco, CA 94134      |
| Geri Telford Ehle              |                                     | 70 TUCKER AVENUE            | San Francisco, CA 94134      |
| Gerry Galvan                   |                                     | 211 RIDGEVIEW TERRACE       | Hercules, CA 94547           |
| GERTRUDIS PANIAGUA TRUST       |                                     | 177 DESMOND ST              | SAN FRANCISCO, CA 94134      |
| GIANNINI MICHAEL P TRUSTEE     |                                     | P.D. BOX 903                | CEDER RIDGE, CA 95924        |
| GIANNINI MICHAEL P TRUSTEE     |                                     | 26002 BEAR VALLEY HGTS RD   | ESCONDIDO CA 92027           |
| Gigi Chen                      | North East Medical Services         | 82 LELAND AVENUE            | San Francisco, CA 94134      |

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|-----------------------------------|---------------------------|--------------------------|------------------------------|
| GILDA MARIA BARSOTTI 2002 REVOC L |                           | 31 RAYMOND AVE           | SAN FRANCISCO, CA 94134      |
| Gloria Asaro                      |                           | 269 NUEVA AVE            | San Francisco, CA 94134      |
| Goldie Precivale                  |                           | 924 RULTAND ST           | San Francisco, CA 94134      |
| GONZALES ORLIE B & CORAZON C      |                           | 141 DESMOND ST           | SAN FRANCISCO, CA 94134      |
| Grover Buhr                       |                           | P.O. BOX 228             | BRISBANE, CA 94025           |
| GU BAO AN & TANG CAI QIN          |                           | 2428 BAY SHORE BLVD #4   | SAN FRANCISCO CA 94112       |
| GUAN RUI YUAN & YU JANE           |                           | 7 TEDDY AVE              | SAN FRANCISCO, CA 941342345  |
| Guang Ling Huang                  |                           | 128 SCHWERIN STREET      | San Francisco, CA 94134      |
| Gui Fen He                        |                           | 557 GOETTINGEN STREET    | San Francisco, CA 94134      |
| Guo Hong Li                       |                           | 1 BRITTON STREET         | San Francisco, CA 94134-2732 |
| Ha Hung                           |                           | 48 LELAND AVENUE         | San Francisco, CA 94134      |
| HAMEISTER RICHARD L & LAURA M     |                           | 400 GELLERT DR           | SAN FRANCISCO CA 94132       |
| Han Chang Su                      |                           | 500 RAYMOND AVENUE #320  | San Francisco, CA 94134      |
| Hang Ip                           |                           | 360 WILDE AVENUE         | San Francisco, CA 94134      |
| HANNAWALT LINDA                   |                           | 2189 BAY SHORE BLVD #301 | SAN FRANCISCO, CA 94134      |
| HANNAWALT LINDA                   |                           | 2189 BAYSHORE BLVD #301  | SAN FRANCISCO, CA 94134      |
| Hao Sito                          |                           | 1120 MUNICH STREET       | San Francisco, CA 94112      |
| Harriet Newhart                   |                           | 57 REY STREET            | San Francisco, CA 94134      |
| Harriett Schindel                 |                           | TR 57 REY STREET         | San Francisco, CA 94134      |
| Harry Chung                       |                           | 626 - 26TH AVENUE        | San Francisco, CA 94121      |
| Harry Kwong                       |                           | 81 RAYMOND AVENUE        | San Francisco, CA 94134      |
| HARRY S KWONG REVOCABLE TRUST     |                           | 2174 BAYSHORE BLVD       | SAN FRANCISCO, CA 94134      |
| Harvey Tse                        |                           | 257 NUEVA AVENUE         | San Francisco, CA 94134      |
| Hazel Longino                     |                           | 161 HAHN STREET          | San Francisco, CA 94134      |
| HEATLEY STERLING                  |                           | 911 NORTH AMPHLET BLVD   | SAN MATEO, CA 94401          |
| Hedda                             |                           | 284 LELAND AVENUE        | San Francisco, CA 94134      |
| Hejie Mai Deng                    |                           | 42 HAHN STREET           | San Francisco, CA 94134      |
| Helen Burchet                     |                           | 251 PENINSULA            | San Francisco, CA 94134      |
| Helen Kwan                        |                           | 1525 GRANT AVENUE        | San Francisco, CA 94133      |
| Henry & Amalia J Schindel         | Harriet Newhart Successor | 54 SCHWERIN              | San Francisco, CA 94134      |
| Henry Louie                       | Self-Help for the Elderly | 66 RAYMOND AVENUE        | San Francisco, CA 94134      |
| Henry Pan                         |                           | 33 BLANKEN AVENUE        | San Francisco, CA 94134      |
| Henry Thompson                    |                           | 48 LOIS LANE             | San Francisco, CA 94134      |
| Herb Beasley                      |                           | 325 LELAND AVENUE        | San Francisco, CA 94134      |
| HERRERA JUAN A                    |                           | 112 LATHROP AVE          | SAN FRANCISCO, CA 94134      |
| HERRERA VICTOR MANUEL             |                           | 112 LATHROP AVE          | SAN FRANCISCO, CA 94134      |
| Hilario Bumagat                   |                           | 40 NIBBI COURT           | San Francisco, CA 94134      |
| Hiroshi Shimeto                   |                           | 345 TOCOLOMA AVE.        | San Francisco, CA 94134      |
| Hiroshi Swimizo                   |                           | 345 TOCOLOMA AVENUE      | San Francisco, CA 94134      |
| HO CALVIN K                       |                           | 527 VISITACION AVE       | SAN FRANCISCO, CA 94134      |
| Ho Sang Cho                       |                           | 175 TEDDY AVENUE         | San Francisco, CA 94134      |
| HO YUK PING                       |                           | 3002 MILLBOOK DR         | SAN JOSE, CA 95148           |
| Hok Pgant King                    |                           | 527 Leland Avenue        | San Francisco, CA 94134      |
| Howard Noo                        |                           | 888 GIRARD STREET        | San Francisco, CA 94134      |
| Hsin Mei Wong                     |                           | 500 RAYMOND AVENUE #325  | San Francisco, CA 94134      |
| HU WEI PENG                       |                           | 2428 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134      |
| HU YAO HUAN                       |                           | 2428 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134      |
| Huan Chan Chen                    |                           | 1318 GIRARD STREET       | San Francisco, CA 94134      |
| Huan Nan Ma                       |                           | 116 LELAND AVENUE        | San Francisco, CA 94134      |
| Huan Situ                         |                           | 825 AVALON AVENUE        | San Francisco, CA 94112      |
| Huang Jian-Kong                   |                           | 1525 VISITACION AVE      | San Francisco, CA 94134-2724 |
| Huang Wabxian & Yang Huicha       |                           | 176 LELAND AVENUE        | San Francisco, CA 94134      |
| HUANG XIAO QING                   |                           | 2428 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134      |
| HUANG XIU QING                    |                           | 23 ARLETA AVE            | SAN FRANCISCO, CA 94134      |
| HUANG ZI MING & FENG LIAN CHEN    |                           | 31 ARLETA AVE            | SAN FRANCISCO, CA 94134      |
| HUBBARD TRUST                     |                           | 457 WHEELER AVE          | SAN FRANCISCO, CA 94134      |
| Hubert V. Yee                     |                           | 272 LELAND AVENUE        | San Francisco, CA 94134      |
| HUGHES ELVIRA D SUCCESSOR TRUSTEE |                           | 234 FRANCISCO ST         | SAN FRANCISCO, CA 94133      |
| Hui Chu Wen                       |                           | 817 SILLIMAN ST          | San Francisco, CA 94134      |
| Hui Hung Li                       |                           | 5545 3RD STREET, APT 403 | San Francisco, CA 94124-7525 |
| Hui Qing Li                       |                           | 500 RAYMOND AVENUE #322  | San Francisco, CA 94134      |
| Hui Qing Liang                    |                           | 753 DELTA STREET         | San Francisco, CA 94134      |
| Hui Wen Wei                       |                           | 551 HOLYDKE COURT        | San Francisco, CA 94134      |
| Huizhen Huang                     |                           | 616 Velasco Apt A        | San Francisco, CA 94134      |
| Hum Yat                           |                           | 941 VISITACION AVENUE    | San Francisco, CA 94134      |
| Hung H Cheng                      |                           | 4998 MISSION STREET      | San Francisco, CA 94112      |
| Hung Hon Yu                       |                           | 399 ARLETA AVENUE        | San Francisco, CA 94134      |
| Hung Hung                         | Hung Family Trust         | 778 48TH AVENUE          | San Francisco, CA 94121      |
| Hut Qiong Zhou                    |                           | 14 ARLETA AVENUE         | San Francisco, CA 94134      |
| Huynh Huu Tu                      |                           | 2142 BAYSHORE BLVD       | San Francisco, CA 94134      |
| Inskip James                      | CAC                       | 136 GARRISON AVENUE      | San Francisco, CA 94134      |
| JANE KELLY 1986 TRUST             |                           | 101 N TRYON ST           | CHARLOTTE NC 28255           |
| IPPOLITO TONY Y OCTAVIA 95 TRUST  |                           | 121 DESMOND ST           | SAN FRANCISCO, CA 94134      |
| Irma Islas                        |                           | 259 NAPLES STREET        | San Francisco, CA 94112-2056 |
| Isabelita Farber                  |                           | 494 A 30TH STREET        | San Francisco, CA 94131      |
| Iu Pan Cheang                     |                           | 465 Wild Avenue          | San Francisco, CA 94134      |

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|-----------------------------------|-------------------------------------------------|--------------------------------|------------------------------|
| J. Voelker                        |                                                 | 1735 CENTER ROAD               | Novato, CA 94947             |
| Jack C & Lisa Z Lam               |                                                 | 90 LELAND AVENUE               | San Francisco, CA 94134      |
| Jackie Fishstrom                  |                                                 | 225 WHEELER                    | San Francisco, CA 94134      |
| Jackie Wong                       |                                                 | 300 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| Jackson Sayon                     |                                                 | 165 D BRITTON SAN FRANCISCO    | San Francisco, CA 94134      |
| Jalissa                           | Visitacion Valley Neighbor                      | 15 CASTILLO                    | San Francisco, CA 94134      |
| Jamela Walker                     |                                                 | 145 DAKOTA ST.                 | San Francisco, CA 94107      |
| James Calloway                    |                                                 | P.O. BOX 24589                 | SAN FRANCISCO ,, CA 94124    |
| James Lim                         |                                                 | 3910 MISSION STREET            | San Francisco, CA 94112      |
| James Ng                          |                                                 | 50 SANTA CRUZ AVE              | San Francisco, CA 94112      |
| Jan Markels                       |                                                 | 1171 GOOTTINGON                | San Francisco, CA 94134      |
| Jan Wu                            |                                                 | 21 LELAND AVE                  | San Francisco, CA 94134      |
| Janet Gomes                       |                                                 | 241 5TH STREET                 | San Francisco, CA 94103      |
| Janis & Myron Seeman              |                                                 | 507 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Jaquita Taylor                    |                                                 | 32 BLYTHEDALE                  | San Francisco, CA 94134      |
| Jeff Tan                          |                                                 | 50 SCHWERIN STREET             | San Francisco, CA 94134      |
| Jennie Tan                        |                                                 | 371 RAYMOND AVENUE             | San Francisco, CA 94134      |
| Jessica Mark                      |                                                 | 333 TEDDY AVE                  | San Francisco, CA 94134      |
| JESSIE J H ZHAO & XUE CHENG ZHANG |                                                 | 93 WABASH TER                  | SAN FRANCISCO, CA 94134      |
| Jia Quan Liang                    |                                                 | 500 RAYMOND AVENUE #306        | San Francisco, CA 94134      |
| Jie Cheng Mai                     |                                                 | 112 REY STREET                 | San Francisco, CA 94134      |
| Jihong Jiang                      |                                                 | 370 RAYMOND AVENUE             | San Francisco, CA 94134      |
| Jim Collins                       |                                                 | 440 HOFFMAN STREET             | SAN FRANCISCO ,, CA 94114    |
| Jimmy S & Lucia R Hau             |                                                 | 168 LELAND AVENUE              | San Francisco, CA 94134      |
| Jin Chen Yu                       |                                                 | 219 CURTIS STREET              | San Francisco, CA 94112-4440 |
| Jin Huan Wang                     |                                                 | 74 REY STREET                  | San Francisco, CA 94134      |
| Jin Lian Fan                      |                                                 | 573 SAWYER STREET              | San Francisco, CA 94134      |
| Jin Mui Mui                       | Jin Mui Chin Mui                                | 33 PRETOY WAY                  | San Francisco, CA 94112      |
| Jin Tai Wan                       |                                                 | 30 ARLETA AVENUE               | San Francisco, CA 94134      |
| Jin Xian Liu                      |                                                 | 198 TEDDY AVENUE               | San Francisco, CA 94134      |
| Jin Zheng Huang                   |                                                 | 441 ELLIS STREET, APT 110      | San Francisco, CA 94102-1971 |
| Joan & Don Nolte                  |                                                 | 280 MISSOURI                   | San Francisco, CA 94107      |
| Joan Fanning                      | Neighbd. Emerg. Resp. Team                      | 69 ALDER STREET                | San Francisco, CA 94134      |
| Joan Mankin                       |                                                 | 423 PENINSULA AVENUE           | San Francisco, CA 94134      |
| Joe & Al                          | Lin Joe Yip & Qiong Al                          | 156 LELAND AVENUE              | San Francisco, CA 94134      |
| Joe Bojanowski                    |                                                 | 309 WILDE AVENUE               | San Francisco, CA 94134      |
| Joe Chung                         |                                                 | 110 LELAND AVENUE              | San Francisco, CA 94134      |
| Joel Tate                         | Visitacion Valley Task Force                    | 134 HARKNESS AVENUE            | San Francisco, CA 94134      |
| John & Louise Calderon            |                                                 | 515 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| JOHN & MARIA SIRI TRUST           |                                                 | 44 LA LOMA DR                  | MENLO PARK, CA 94025         |
| John & Peg O'Connell              |                                                 | 274 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| John Avalos                       | Coleman Advocates                               | 459 VIENNA STREET              | San Francisco, CA 94112      |
| John Balobek                      |                                                 | 600 GRAND AVE., SUITE 300      | Oakland, CA 94610            |
| John King                         |                                                 | 59 CASTILLO                    | San Francisco, CA 94134      |
| John Kwon                         | SF Dept. of Public Works                        | 875 STEVENSON, # 460           | San Francisco, CA 94103      |
| John Martin                       | City of Daly City                               | 333 90TH STREET                | Daly City, CA 94015          |
| John Sant                         |                                                 | 259 PENINSULA AVE              | SAN FRANCISCO ,, CA 94134    |
| John Siri                         | The Siri Family Trust                           | 44 LA LOMA DRIVE               | Menlo Park, CA 94025         |
| John Swiecki                      | City of Brisbane                                | 50 PARK LANE                   | Brisbane, CA 94005           |
| John Wagstaff                     | Wagstaff and Associates                         | 2512 NINTH STREET, SUITE 5     | Berkeley, CA 94710           |
| Johnny Schenk                     |                                                 | 607 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Johnson Y Wong                    |                                                 | 218 BELPER STREET              | San Francisco, CA 94112      |
| Jon Tom                           |                                                 | 220 DELTA STREET               | San Francisco, CA 94134      |
| Jorge & Evelyn Portillo           |                                                 | 115 BLANKEN AVENUE             | San Francisco, CA 94134      |
| Jose Luis Moscovich               | San Francisco County Transportation Authority   | 100 VAN NESS AVENUE 25TH FLOOR | San Francisco, CA 94102      |
| Jose V. Aguilar                   |                                                 | 528 CARTER STREET, APT 105C    | San Francisco, CA 94134-3194 |
| Jose/Sulema Ochoa                 |                                                 | 210 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| Josefa Namias                     |                                                 | 47 TUCKER AVENUE               | San Francisco, CA 94134      |
| Josefina/James Greenleaf          |                                                 | 212 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| Joseph "Steve" Talmadge Sr.       | Rotary Club of San Francisco / Special T Delive | P.O.: BOX 422127               | San Francisco, CA 94142      |
| Joseph Brajkovich                 |                                                 | 280 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| Joseph Hee                        |                                                 | 249 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Joyce Calagos                     |                                                 | 1636 GENEVA AVENUE             | San Francisco, CA 94134      |
| Joyce Chi                         |                                                 | 246 REY STREET                 | San Francisco, CA 94134      |
| JPT ASSOCIATES, LLC               |                                                 | P.O. BOX 386                   | SAN MATEO, CA 94401          |
| JPT ASSOCIATES, LLC               |                                                 | P.O. BOX 386                   | SAN MATEO CA 94401           |
| Ju Ye Liu                         |                                                 | 972 RUTLAND STREET             | San Francisco, CA 94134      |
| Judith Marten                     | Mission YMCA                                    | 4080 MISSION STREET            | San Francisco, CA 94112      |
| Judy Moran                        | San Francisco AC                                | 25 VAN NESS, STE. 240          | San Francisco, CA 94102      |
| Judy Wang                         |                                                 | 289 HESTER AVE                 | San Francisco, CA 94134      |
| June Zhui                         |                                                 | 1153 GOETTINGEN STREET         | San Francisco, CA 94134      |
| Justina To                        |                                                 | 225 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| K Wong                            |                                                 | 43 LOEHR                       | San Francisco, CA 94134      |
| K.W. Pearce                       | Marin Headlands                                 | 540 BLANKEN AVENUE             | San Francisco, CA 94134      |
| Kam Chi Ho                        |                                                 | 1040 MUNICH STREET             | San Francisco, CA 94122      |
| Kam Wong                          |                                                 | 246 ARLETA AVENUE              | San Francisco, CA 94134      |

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|-----------------------------------|------------------------------------|------------------------------------|------------------------------|
| Karen Gibsow                      |                                    | 3812 SAN BRUNO AVENUE              | San Francisco, CA 94134      |
| Karen Yu                          | San Francisco Department of Health | 1390 MARKET STREET, SUITE 210      | San Francisco, CA 94102      |
| Katherine W                       |                                    | 46 DESMOND STREET                  | San Francisco, CA 94134      |
| Kathleen & Steve Bladen           |                                    | 437 CAMPBELL                       | San Francisco, CA 94134      |
| Kathy & Gene Summer               |                                    | 280 PENINSULA AVENUE               | San Francisco, CA 94134      |
| Kathy Ferrer                      | Kaiser                             | 4131 GEARY BLVD., STE. #435        | San Francisco, CA 94118      |
| Katrina Jang                      |                                    | 27 GRANADA AVE.                    | SAN FRANCISCO, CA 94112-2239 |
| Kay Nomura                        | Viz Valley Middle School           | 450 RAYMOND AVENUE                 | San Francisco, CA 94134      |
| Keith Felton                      |                                    | 156 TIOGA AVENUE                   | San Francisco, CA 94134      |
| Kelenia Olsen                     |                                    | 455 GOLDEN GATE AVE, SUITE 14600   | SAN FRANCISCO, CA 94102      |
| Kelly Hunter                      |                                    | 201 RUTLAND STREET                 | San Francisco, CA 94134      |
| Ken Rich                          |                                    | 20 BELVEDERE STREET                | San Francisco, CA 94117      |
| Ken Tang                          |                                    | 1757 GENEVA AVENUE                 | San Francisco, CA 94134      |
| Kenny Johnson                     |                                    | P.O. BOX 3                         | Fairfax, CA 94930            |
| Kenny Lam                         |                                    | 3773 SAN BRUNO AVENUE              | San Francisco, CA 94134      |
| Kent Tran                         |                                    | 26 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Kevin Thomson                     |                                    | 179 TEDDY AVENUE                   | San Francisco, CA 94134      |
| Key Yain Ghen                     |                                    | 619 LISBON STREET                  | San Francisco, CA 94112      |
| Kim & Gary Yee                    |                                    | 14 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Kim Leng Ngou                     |                                    | 294 RAYMOND AVENUE                 | San Francisco, CA 94134      |
| Kim To                            |                                    | 130 SILLIMAN STREET                | San Francisco, CA 94134-1243 |
| KIM YIP YEE TRUST                 |                                    | 14 RAYMOND AVE                     | SAN FRANCISCO, CA 94134      |
| Kin Kwong                         |                                    | 286 PENINSULA AVENUE               | San Francisco, CA 94134      |
| Kirsten Wallerstedt               | Assemblyman Leland Yee's Office    | 455 GOLDEN GATE AVENUE, STE. 14600 | San Francisco, CA 94102      |
| KO ALLEN                          |                                    | 35 LELAND AVE                      | SAN FRANCISCO, CA 94134      |
| KO KOON CHEW & GUAN TIAN XI       |                                    | 35 LELAND AVE                      | SAN FRANCISCO, CA 94134      |
| Ko Koon Chew & Guan Tianxi        |                                    | 35 LELAND AVENUE                   | San Francisco, CA 94134      |
| KOREAN FIRST PRESBYTERIAN CHURCH  |                                    | 333 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| Kriztina Palone                   |                                    | 1 DR. CARLTON B. GOODLETT PL #448  | SAN FRANCISCO, CA 94102      |
| Kuan Cao Li                       |                                    | 250 WILDE AVENUE                   | San Francisco, CA 94134      |
| Ku-Tsang Lin                      |                                    | 10 TUCKER AVENUE                   | San Francisco, CA 94134      |
| Kwai Wing Wong                    |                                    | 1367 BRUSSELS STREET               | San Francisco, CA 94134      |
| KWAN JENNY A & GUAN YONG S        |                                    | 2428 BAY SHORE BLVD #12            | SAN FRANCISCO CA 94134       |
| KWOK FAMILY 2010 TR               |                                    | 125 DESMOND ST                     | SAN FRANCISCO, CA 94134      |
| KWONG HARRY S TRUSTEE             |                                    | 724 BARCELONA DR                   | MILLBRAE, CA 94030           |
| KWONG MARGARET Y TRUSTEE          |                                    | 724 BARCELONA DR                   | MILLBRAE, CA 94030           |
| Lai Wah Hum                       |                                    | 37 LAEHR STREET                    | San Francisco, CA 94134      |
| LAM LOUIS PO KUEN                 |                                    | 155 DESMOND ST                     | SAN FRANCISCO, CA 94134      |
| LAM LOUISE S K                    |                                    | 238 TEDDY AVE                      | SAN FRANCISCO, CA 94134      |
| LAM MICHAEL T                     |                                    | 12 RAYMOND AVE                     | SAN FRANCISCO, CA 94134      |
| LAM SAM PO SUM                    |                                    | 155 DESMOND ST                     | SAN FRANCISCO, CA 94134      |
| Lan Cheng Yee                     |                                    | 306 ARLETA AVENUE                  | San Francisco, CA 94134      |
| LAO HUNG & GIANG SINH             |                                    | 183 TUNNEL AVE                     | SAN FRANCISCO, CA 94134      |
| Larry Jones                       |                                    | 1512 SUNNYDALE AVE                 | SAN FRANCISCO, CA 94103      |
| LAUMRD                            |                                    | 88 LELAND AVENUE                   | San Francisco, CA 94134      |
| Laura Barber                      |                                    | 141 HAHN STREET                    | San Francisco, CA 94134      |
| Laurel Richards                   |                                    | 76 TUCKER AVENUE                   | San Francisco, CA 94134      |
| LAURETTA A & STANLEY E GEARY TRUS |                                    | 1046 SUNNYBROOK DR                 | LAFAYETTE, CA 94549          |
| Laurie Beijen                     |                                    | 960 HAYES STREET                   | San Francisco, CA 94117      |
| Laurie Bernstein                  |                                    | 1500 MISSION STREET                | San Francisco, CA 94103      |
| Laurie McHugh                     | Ridge View United Methodist        | 590 LELAND AVENUE                  | San Francisco, CA 94134      |
| Lawrence Folk                     |                                    | 480 - 29TH STREET                  | San Francisco, CA 94131-2311 |
| Le Huynh                          |                                    | 1237 BACON STREET                  | San Francisco, CA 94134-1605 |
| LE STEVEN & WU GUI YING S         |                                    | 2428 BAY SHORE # 6                 | SAN FRANCISCO CA 94134       |
| LEE CHUN YEUNG & YIN FUN WONG     |                                    | 101 BLANKEN AVE                    | SAN FRANCISCO, CA 94134      |
| LEE HAWK N & SANDRA M J           |                                    | 1609 NORIEGA ST                    | SAN FRANCISCO CA 94122       |
| Lee Ling                          |                                    | 362 Wheller Avenue                 | San Francisco, CA 94134      |
| Lee Panza                         |                                    | 15 ROSS WAY                        | Brisbane, CA 94005           |
| LEE, HISAKO S                     |                                    | 25 ARLETA AVE                      | SAN FRANCISCO, CA 94134      |
| LEI RONG JIE & CAI KE KE          |                                    | 4150 SAN BRUNO AVE                 | SAN FRANCISCO, CA 94134      |
| LELAND AVENUE LLC                 |                                    | 359 CASTENADA DR                   | MILLBRAE, CA 94030           |
| Len Appiano                       | Visitacion Valley Grapevine        | 1249 BAY STREET                    | San Francisco, CA 94123      |
| Leon Wu                           |                                    | 203 Lauren Court                   | San Francisco, CA 94134      |
| Leticia DiLallo                   |                                    | 395 TEDDY AVENUE                   | San Francisco, CA 94134      |
| Leticia Manalang                  |                                    | 339 ELLIOT STREET                  | San Francisco, CA 94134      |
| Leticia Zaragora                  |                                    | 442 PENINSULA AVENUE               | San Francisco, CA 94134      |
| LEUNG FAMILY TRUST                |                                    | 15 TEDDY AVE                       | SAN FRANCISCO, CA 94134      |
| LEUNG MASON SIN FAI               |                                    | 439 WHEELER AVE                    | SAN FRANCISCO, CA 94134      |
| LEUNG SIN MEI                     |                                    | 439 WHEELER AVE                    | SAN FRANCISCO, CA 94134      |
| LEUNG YIU FAI                     |                                    | 2428 BAY SHORE BLVD #9             | SAN FRANCISCO CA 94134       |
| LI BIZHU                          |                                    | 2158 BAY SHORE BLVD                | SAN FRANCISCO, CA 94134      |
| LI DISHENG                        |                                    | 2428 BAY SHORE BLVD UNIT 7         | SAN FRANCISCO CA 94134       |
| Li Gang                           |                                    | 355 ARLETA AVENUE                  | San Francisco, CA 94134      |
| LI HAI HONG                       |                                    | 106 LATHROP AVE                    | SAN FRANCISCO, CA 94134      |
| Li Jin Ying                       |                                    | 643 VISITACION AVENUE              | San Francisco, CA 94134      |
| Li Juan Chen                      |                                    | 306 WILDE STREET                   | San Francisco, CA 94134      |

SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
 VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
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| NAME                             | ORGANIZATION                              | ADDRESS                        | CITY STATE ZIP CODE         |
|----------------------------------|-------------------------------------------|--------------------------------|-----------------------------|
| LI LAN FANG                      |                                           | 2428 BAY SHORE BLVD UNIT 10    | SAN FRANCISCO, CA 941342902 |
| LI LAN FANG                      |                                           | 2428 BAY SHORE BLVD UNIT 10    | SAN FRANCISCO CA 94134      |
| LI MEIHONG                       |                                           | 22-24 ARLETA AVE               | SAN FRANCISCO, CA 94134     |
| Li Ping                          |                                           | 562 CAMPBELL AVENUE            | San Francisco, CA 94134     |
| Li Ping                          |                                           | 502 Campbell                   | San Francisco, CA 94134     |
| LI QIAN BI HU                    |                                           | 106 LATHROP AVE                | SAN FRANCISCO, CA 94134     |
| LI WEIKUN                        |                                           | 22-24 ARLETA AVE               | SAN FRANCISCO, CA 94134     |
| LI YUAN SHUN & MIAO YING         |                                           | 2428 BAY SHORE BLVD #8         | SAN FRANCISCO, CA 94134     |
| Li Zhang                         |                                           | 22 RAYMOND AVENUE              | San Francisco, CA 94134     |
| LIANG BING JU & CHENG PEI XING   |                                           | 1242 GIRARD STREET             | SAN FRANCISCO, CA 94134     |
| LIANG KO FONG KU                 |                                           | 439 WHEELER AVE                | SAN FRANCISCO, CA 94134     |
| LIANG YI SHENG & GUAN LI-YU      |                                           | 9 TEDDY AVE                    | SAN FRANCISCO, CA 94134     |
| Liau Gao Zeng                    |                                           | 34 SCHWERIN STREET             | San Francisco, CA 94134     |
| Lilibeth Partesa                 |                                           | 174 TIOGA AVENUE               | San Francisco, CA 94134     |
| Lillie Hunter                    |                                           | 3202 PALMER AVEUNUE            | Oakland,, CA 94602          |
| LILLY YAM REVOCABLE LVG TR       |                                           | 233 BAY RIDGE DR               | DALY CITY, CA 94014         |
| LILLY YAM REVOCABLE LVG TR       |                                           | 3801 24TH STREET               | SAN FRANCISCO CA 94114      |
| Lily Escandor                    |                                           | 234 WILDE AVENUE               | San Francisco, CA 94014     |
| Lily Lo                          | North East Community Federal Credit Union | 19 WALTER U. LUM PLACE         | San Francisco, CA 94108     |
| Lin Guo Wan                      |                                           | 54 TIOGA AVENUE                | San Francisco, CA 94134     |
| Lina Oller                       |                                           | 220 RAYMOND AVENUE             | San Francisco, CA 94134     |
| Linda McKay                      |                                           | 241 TOCOLOMA AVENUE            | San Francisco, CA 94134     |
| Linda Silva                      |                                           | 505 7TH STREET                 | San Francisco, CA 94103     |
| Linda Yip                        | G&L Bakery & Restaurant                   | 198 LELAND AVENUE              | San Francisco, CA 94134     |
| Lionel Trufant                   |                                           | 71 WABASH TERRACE              | San Francisco, CA 94134     |
| Lisa Feldstein                   |                                           | 915 COLE #157                  | San Francisco, CA 94112     |
| Lisa Mok                         |                                           | 824 GOETTINGEN STREET          | San Francisco, CA 94134     |
| Liu Chang Shao                   |                                           | 827 VELASCO AVENUE             | San Francisco, CA 94134     |
| LIU WILLIAM & ROSE JIANG         |                                           | 191 DESMOND ST                 | SAN FRANCISCO, CA 94134     |
| Liz Lerma                        |                                           | 37 ALPHA STREET                | San Francisco, CA 94134     |
| LO EDWARD YAN-CHEUNG & MEI L HO  |                                           | 26 ARLETA AVE                  | SAN FRANCISCO, CA 94134     |
| Lopez Refugio                    |                                           | 58 LELAND                      | San Francisco, CA 94134     |
| Louie Zi Jing                    |                                           | 160 TEDDY AVENUE               | San Francisco, CA 94134     |
| LOUIS R & JERI W PIETRELLI TRUST |                                           | 21 SYCAMORE COURT              | REDWOOD CITY, CA 94061      |
| Lucy Ippolito                    |                                           | 121 DESMOND                    | San Francisco, CA 94134     |
| Lucy L Boc                       | Boc Lucy L Revocable Trust                | 520 WOODSIDE CT                | So San Francisco, CA 94080  |
| Lue Zhen Chen                    |                                           | 492 CAMPBELL AVENUE            | San Francisco, CA 94134     |
| Luis Ching                       |                                           | 37 ARLETA AVENUE               | San Francisco, CA 94103     |
| LUO RUN PING & FLORA             |                                           | 82 LOIS LANE                   | SAN FRANCISCO, CA 94134     |
| M. Quong                         |                                           | 136 TALBERT STREET             | San Francisco, CA 94134     |
| Ma Huan Han                      |                                           | 1029 SUNNYDALE AVENUE          | San Francisco, CA 94134     |
| Ma Shu                           |                                           | 160 LELAND AVENUE              | San Francisco, CA 94134     |
| MACARI ALBERT TRUSTEE            |                                           | 1316 SUNNYDALE AVE             | SAN FRANCISCO CA 94134      |
| MACOR INC                        |                                           | 50 CALIFORNIA ST 24TH FL       | BURLINGAME, CA 94011        |
| MACOR INC                        |                                           | P.O. BOX 117933                | BURLINGAME CA 94011         |
| MACOR INC FEE TRIPLE A MACHINE   |                                           | 50 CALIFORNIA ST #24TH FL      | SAN FRANCISCO, CA 94111     |
| MACOR INC FEE TRIPLE A MACHINE   |                                           | 160 PACIFIC AVE-200            | SAN FRANCISCO CA 94111      |
| Mae Swanbeck                     |                                           | 708 RED LEAF COURT             | Daly City, CA 94104         |
| Malia Cohen                      |                                           | 501 CRESCENT WAY #5410         | San Francisco, CA 94134     |
| MANA MARY ANN                    |                                           | 964 UNION ST                   | SAN FRANCISCO CA 94133      |
| Mana Wiltong                     |                                           | PO BOX 34442                   | San Francisco, CA 94134     |
| Manching Wong                    |                                           | 41 EXETER STREET               | San Francisco, CA 94124     |
| Manual/Yolanda Rodriguez         |                                           | 84 ERVINE STREET               | San Francisco, CA 94134     |
| Mao Yu Lan                       |                                           | 338 ARLETA AVENUE              | San Francisco, CA 94134     |
| Mara Feeney                      | Mara Feeney and Associates                | 19 BEAVER STREET               | San Francisco, CA 94134     |
| Marciano Lim                     |                                           | 257 TALBERT STREET             | San Francisco, CA 94134     |
| Margaret Chew                    |                                           | 79 TUCKER AVENUE               | San Francisco, CA 94134     |
| MARGARET Y KWONG REVOCABLE TRUST |                                           | 2174 BAYSHORE BLVD             | SAN FRANCISCO, CA 94134     |
| Margaret Yee                     |                                           | 1375 GOETTINGEN STREET         | San Francisco, CA 94134     |
| Maria Lopez                      | Busy Bee Day Care                         | 548 DELTA STREET               | San Francisco, CA 94134     |
| MARIA MANA REVOC TR              |                                           | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133     |
| Maria Salazar                    |                                           | 65 ALPHA STREET                | San Francisco, CA 94134     |
| Marian Zaouk                     |                                           | 29 ALPHA STREET, APT A         | San Francisco, CA 94134     |
| Marianne Bermudez                |                                           | 265 TOCOLOMA AVENUE            | San Francisco, CA 94134     |
| Mario Alicia Ferreyra            |                                           | 420 HARKNESS                   | San Francisco, CA 94134     |
| Marjorie Williams                | SF Democratic Party                       | 130 TIOGA AVENUE               | San Francisco, CA 94134     |
| Marjory Di Trapani               |                                           | 900 E. STANLEY BLVD., UNIT 357 | Livermore, CA 94550-4082    |
| Mark Duran                       |                                           | 236 CAMPBELL AVENUE            | San Francisco, CA 94134     |
| Marlene Tran                     |                                           | 34 LELAND AVE                  | San Francisco, CA 94134     |
| Marlene Tran & Winnie Tsang      |                                           | 23 ERVINE STREET               | San Francisco, CA 94134     |
| Marlon Toribis                   |                                           | 702 RUSSIA AVENUE              | San Francisco, CA 94134     |
| Martha Dominguez                 |                                           | 23 TUCKER AVENUE               | San Francisco, CA 94134     |
| Martin Chen Chen                 | Martin Chen Chen                          | 854 BIRDAVEN COURT             | Lafayette, CA 94549         |
| Martin Lee                       | Korean First Presbyterian Church          | 333 TUNNEL AVENUE              | San Francisco, CA 94134     |
| MARTIN, CHEN CHEN                |                                           | 854 BIRDAVEN CT                | LAFAYETTE CA 94549          |
| Mary Adams                       |                                           | 1334 SUNNYDALE AVENUE          | San Francisco, CA 94134     |

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 VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
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| NAME                           | ORGANIZATION                                  | ADDRESS                        | CITY STATE ZIP CODE          |
|--------------------------------|-----------------------------------------------|--------------------------------|------------------------------|
| Mary Hashem                    |                                               | 475 17TH STREET, SUITE 950     | Denver, CO 80202             |
| Mary Shembri                   |                                               | 417 MACE BLVD., STE J, BOX 342 | Davis, CA 95616              |
| Mary Wong                      |                                               | 171 DESMOND STREET             | San Francisco, CA 94134      |
| Mary Wong                      |                                               | 434 SEYER                      | San Francisco, CA 94134      |
| Maryann Fleming                | Family Connections                            | 2565 SAN BRUNO AVENUE          | San Francisco, CA 94134      |
| Maryanne Razzo                 |                                               | 1118 BRUSELS STREET            | San Francisco, CA 94134      |
| Mateo & Beatriz Camacho        |                                               | 167 TIOGA AVENUE               | San Francisco, CA 94134      |
| Matt Alexander                 | School for Community Empowerment              | 1700 46TH AVENUE               | San Francisco, CA 94122      |
| Mauri Moughier                 |                                               | 633 VELASCO AVENUE             | San Francisco, CA 94134      |
| Mauricio Quiller               | Norcal Waste Systems Inc                      | 900 7TH STREET                 | San Francisco, CA 94107      |
| May Truong                     |                                               | 62 LELAND AVENUE               | San Francisco, CA 94134      |
| Me Lavelle                     |                                               | 2245 JERROLD AVENUE, SFFD      | San Francisco, CA 94124      |
| Mei Juen                       |                                               | 252 Schwuarin                  | San Francisco, CA 94134      |
| Mei Ai Ma                      |                                               | 238 PEABODY STREET             | San Francisco, CA 94134      |
| Mei Fang Huo                   |                                               | 1249 SILVER AVENUE             | San Francisco, CA 94134      |
| Mei Lun Li                     |                                               | 750 PLYMOUTH AVENUE            | San Francisco, CA 94112      |
| Mei Qiong Feng                 |                                               | 1662 QUINT STREET              | San Francisco, CA 94124      |
| Mei Shun Chen                  |                                               | 335 WHEELER AVE                | San Francisco, CA 94134-2445 |
| Mei Soo Ng                     |                                               | 1374 GOETTINGEN STREET         | San Francisco, CA 94134      |
| Mei Ying Tse                   |                                               | 274 SILVER AVENUE              | San Francisco, CA 94112      |
| Mei-Chang Guan                 |                                               | 314 OXFORD                     | San Francisco, CA 94134      |
| MeiZhen Luo                    |                                               | 242 ARLETA AVENUE              | San Francisco, CA 94134      |
| MEJIA ROMED & ROSEMARIE        |                                               | 46 LELAND AVE                  | SAN FRANCISCO, CA 94134      |
| MENDER, RICHARD & YOLANDA V    |                                               | 4101 SAN BRUNO AVE             | SAN FRANCISCO, CA 94134      |
| MENDOZA RICKY C & YOLY T       |                                               | 233 TUNNEL AV                  | SAN FRANCISCO, CA 94134      |
| Michael D & Reilly Sea Quinlan |                                               | 683 TERESITA BLVD.             | San Francisco, CA 94127      |
| Michael French                 |                                               | 366 LELAND AVENUE              | San Francisco, CA 94134      |
| Michael Gee                    |                                               | 151 NUEVA AVENUE               | San Francisco, CA 94134      |
| Michael Johnston               | Viz Valley Baptist Church                     | 305 RAYMOND AVENUE             | San Francisco, CA 94134      |
| Michael Kulin                  |                                               | 351 CALIFORNIA STREET, #150    | San Francisco, CA 94104      |
| Michael Lam                    |                                               | 12 RAYMOND AVE                 | San Francisco, CA 94134      |
| Michael Pile                   | Silver Avenue Family Health Center            | 1525 SILVER AVENUE             | San Francisco, CA 94134      |
| Michael Scanlon                | Peninsula Corridor Joint Powers Board         | 1250 SAN CARLOS AVENUE         | San Carlos, CA 94070         |
| Michael Zhang                  |                                               | 364 5TH AVENUE                 | San Francisco, CA 94118      |
| Michelle LaFlue                | Visitacion Valley Boom                        | 531 ORIZABA STREET             | San Francisco, CA 94132      |
| Miguel & Maria Ramirez         |                                               | 129 LELAND AVENUE              | San Francisco, CA 94134      |
| Mike Sharpe                    | UFCW 648                                      | 1980 MISSION STREET            | San Francisco, CA 94103      |
| Milad Philipos                 |                                               | 211 BROOKDALE AVENUE           | San Francisco, CA 94112      |
| MILON FAMILY TRUST THE         |                                               | 83 WABASH TER                  | SAN FRANCISCO, CA 94134      |
| Min Chen Miu                   |                                               | 20 RUTLAND                     | San Francisco, CA 94134      |
| Mindy Keneer                   |                                               | 1099 SUNNYDALE AVE             | SAN FRANCISCO, CA 94134      |
| Minh Giang                     |                                               | 415 MUNICH STREET              | San Francisco, CA 94112      |
| Miriam Faenzi                  |                                               | 820 VISITACION AVENUE          | San Francisco, CA 94134      |
| Mirsingri Daly                 |                                               | 100 PEABODY STREET             | San Francisco, CA 94014      |
| Missy Raglin                   |                                               | 247 REY STREET,                | San Francisco, CA 94134      |
| Missy Raglin                   | Visitacion Valley Task Force                  | 80 BLYTHEDALE AVENUE           | San Francisco, CA 94134      |
| Mo Ping Chan                   |                                               | 755 CLAY STREET, APT12         | San Francisco, CA 94108      |
| Mok Kwai                       |                                               | 123 ROLPH STREET               | San Francisco, CA 94112      |
| Mok Lan Foon                   |                                               | 76 LELAND AVENUE               | San Francisco, CA 94134      |
| Molly Hassler                  | Visitacion Valley Cmnty Ctr                   | 522 CAMPBELL AVENUE            | San Francisco, CA 94134      |
| Monesa Fong                    |                                               | 1250 SUNNYDALE AVENUE          | San Francisco, CA 94134      |
| Mr. & Mrs. Enright             |                                               | 76 PASADENA STREET             | San Francisco, CA 94134      |
| Mr. & Mrs. Joseph Fanucchi     |                                               | 1060 WAVERLY CT.               | Yuba City, CA 95991-6915     |
| Mr. & Mrs. Noel Lim            |                                               | 233 PEABODY STREET             | San Francisco, CA 94134      |
| Mr. & Ms. Shawn Smith          |                                               | 563 LELAND AVENUE              | San Francisco, CA 94134      |
| Mu-Fen Liu                     |                                               | 967 GIRARD STREET              | San Francisco, CA 94134      |
| MUGNANI ELMO                   |                                               | 234 FRANCISCO ST               | SAN FRANCISCO, CA 94133      |
| Nancy Lacsamana                |                                               | 230 HUMBOLDT ROAD              | Brisbane, CA 94005           |
| Nanette Lim                    |                                               | 231 PEABODY STREET             | San Francisco, CA 94134      |
| Nathan Shapiro                 |                                               | 376 WILDE AVENUE               | San Francisco, CA 94134      |
| Nazario & Cecilia Reyes        |                                               | 115 GRAFTON AVENUE             | San Francisco, CA 94112      |
| Nelson Eng                     |                                               | 38 ANKENY STREET               | San Francisco, CA 94134      |
| NG LUCKY L                     |                                               | 2450 BAYSHORE BLVD #D          | SAN FRANCISCO, CA 94134      |
| NG LUCKY or Occupant           |                                               | 2450 BAYSHORE BLVD             | SAN FRANCISCO CA 94134       |
| NG PHILIP                      |                                               | 57 WESTDALE AVE                | DALY CITY, CA 94015          |
| NG PHILIP                      |                                               | 1638 GREAT HIGHWAY             | SAN FRANCISCO CA 94122       |
| Ngai Poi Gum                   |                                               | 448 GOETTINGEN ST              | San Francisco, CA 94134      |
| Ngan Jin Wong                  |                                               | 282 LELAND AVENUE              | San Francisco, CA 94134      |
| Nguyen Ha                      | San Francisco Municipal Transportation Agency | 1 SOUTH VAN NESS AVENUE        | San Francisco, CA 94103      |
| Nick Wolff                     |                                               | 91 LELAND AVE.                 | SAN FRANCISCO, CA 94134      |
| Nicolas Loreto                 |                                               | 448 TOCOLOMA AVENUE            | San Francisco, CA 94134      |
| NUKITA INVESTMENTS LLC         |                                               | 2633 OCEAN AVE                 | SAN FRANCISCO CA 94132       |
| OCCUPANT                       |                                               | 0 RECYCLE RD                   | SAN FRANCISCO, CA 94134      |
| OCCUPANT                       |                                               | 1 BLANKEN AVE                  | SAN FRANCISCO, CA 94134      |
| OCCUPANT                       |                                               | 1 LATHROP AVE                  | SAN FRANCISCO, CA 94134      |
| OCCUPANT                       |                                               | 100 BLANKEN AVE                | SAN FRANCISCO, CA 94134      |

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|----------|--------------|--------------------------|-------------------------|
| OCCUPANT |              | 101 BLANKEN AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 106 LATHROP AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 109 BLANKEN AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 11 LELAND AVE            | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 112 LATHROP AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 115 BLANKEN AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 12 LATHROP AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 120 LATHROP AVE          | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 13 LELAND AVE            | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 15 BLANKEN AVE # 1       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 15 BLANKEN AVE # 2       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 15 BLANKEN AVE # A       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 15 BLANKEN AVE # B       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 16 LELAND AVE            | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 17 BLANKEN AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 180 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 183 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 187 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 19 BLANKEN AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 215 TUNNEL AVE # 1       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 215 TUNNEL AVE # 2       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 215 TUNNEL AVE # 3       | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2175 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2177 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2189 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2191 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 220 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2201 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 222 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 227 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 23 DESMOND ST            | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 233 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 239 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2408 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2412 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2416 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 1  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 10 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 11 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 12 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 2  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 3  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 4  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 5  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 6  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 7  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 8  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2420 BAY SHORE BLVD # 9  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2422 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2424 BAY SHORE BLVD # 1  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 1  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 10 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 11 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 12 | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 2  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 3  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 4  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 6  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 8  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2428 BAY SHORE BLVD # 9  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2436 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2436 BAY SHORE BLVD # A  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2440 BAY SHORE BLVD # 2  | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2444 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2445 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2446 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2448 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 245 TUNNEL AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2452 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2454 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2458 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 25 BLANKEN AVE           | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2501 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2505 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2509 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |
| OCCUPANT |              | 2510 BAY SHORE BLVD      | SAN FRANCISCO, CA 94134 |



SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE MAILING LIST

| NAME                             | ORGANIZATION                                  | ADDRESS                           | CITY STATE ZIP CODE                |
|----------------------------------|-----------------------------------------------|-----------------------------------|------------------------------------|
| OCCUPANT                         |                                               | 2520 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2550 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2555 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2565 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2566 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 257 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2575 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2598 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2600 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2602 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2605 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2627 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 2629 BAY SHORE BLVD               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 263 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 269 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 27 BLANKEN AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 289 SUNNYDALE AVE                 | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 29 BLANKEN AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 29 SUNNYDALE AVE                  | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 290 SUNNYDALE AVE                 | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 292 SUNNYDALE AVE                 | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 33 BLANKEN AVE # UP               | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 333 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 342 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 350 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 362 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 401 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 439 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 445 VISITACION AVE                | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 445 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 447 VISITACION AVE                | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 457 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 465 WHEELER AVE                   | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 470 PENINSULA AVE                 | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 5 LELAND AVE                      | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 515 VISITACION AVE                | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 528 VISITACION AVE # A            | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 58 RACINE LN                      | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 6 LELAND AVE                      | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 6 RACINE LN                       | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 60 RACINE LN                      | SAN FRANCISCO, CA 94134            |
| OCCUPANT                         |                                               | 91 LELAND AVE                     | SAN FRANCISCO, CA 94134            |
| OI LEE YEUNG POWER OF APPTMNT TR |                                               | 165 DESMOND ST                    | SAN FRANCISCO, CA 94134            |
| Olive Sue                        | San Francisco Municipal Transportation Agency | 1 SOUTH VAN NESS AVENUE 3RD FLOOR | San Francisco, CA 94103            |
| Oliver W & Betty Choy Lee        |                                               | 8 VIOLA STREET                    | South San Francisco, CA 94080      |
| On Szeto                         |                                               | 282 TEDDY AVENUE                  | San Francisco, CA 94134            |
| Opal Essence                     |                                               | 150 DELTA STREET                  | San Francisco, CA 94134            |
| OROQUITA MARIA & RALPH R         |                                               | 460 PENINSULA AVE                 | SAN FRANCISCO CA 94134             |
| Oscar Cruz                       |                                               | 649 VISITACION AVENUE             | San Francisco, CA 94134            |
| Pak Shu Tse                      |                                               | 60 DESMOND STREET                 | San Francisco, CA 94134            |
| PAN HENRY HONG                   |                                               | 33 BLANKEN AVE                    | SAN FRANCISCO CA 94134             |
| PAN HO MONG                      |                                               | 251 TUNNEL AVE                    | SAN FRANCISCO, CA 94134            |
| Patricia Coyle                   |                                               | 521 CAMPBELL AVENUE               | San Francisco, CA 94134            |
| Patricia Gray                    | Balboa High School                            | 1000 CAYUGA AVENUE                | San Francisco, CA 94112            |
| Patsy Gonzales                   |                                               | 163 SWEENEY STREET                | San Francisco, CA 94134-1233       |
| Paul Hui & Bo Yuet               |                                               | 185 LELAND AVENUE                 | San Francisco, CA 94134            |
| Paul McLaughlin                  |                                               | 1445 OLD MISSION RD               | South San Francisco, CA 94080-1217 |
| Paul McLaughlin                  |                                               | 543 Sawyer Street                 | SAN FRANCISCO CA 94134             |
| Pauline Renteria                 |                                               | 259 TOCOLUMA AVENUE               | San Francisco, CA 94134            |
| Pei Qiao Kuang                   |                                               | 500 RAYMOND AVENUE #413           | San Francisco, CA 94134            |
| Pei-Zhen Wo                      |                                               | 200 ALPHA STREET                  | San Francisco, CA 94134            |
| Peter & Nancy Do                 |                                               | 148 FRANCISCO AVENUE SOUTH        | South San Francisco, CA 94080      |
| Phillip T. Tringale              | Treadwell & Rollo                             | 501 14TH STREET, 3RD FLOOR,       | Oakland, CA 94612                  |
| Phuong Ly Dung                   |                                               | 72 NEWTON                         | San Francisco, CA 94134            |
| Phuong Tu Ngoc                   |                                               | 128-A TALBERT STREET              | San Francisco, CA 94134            |
| Pie Tjin Kwong                   |                                               | 136 LELAND AVENUE                 | San Francisco, CA 94134            |
| Pik Wan                          |                                               | 18 TALBERT                        | San Francisco, CA 94134            |
| Pik Wan Yeung                    |                                               | 307 ARLETA AVENUE                 | San Francisco, CA 94124            |
| Ping Fong Ngai                   |                                               | 50 DESMOND STREET                 | San Francisco, CA 94134            |
| Ping Won King                    |                                               | 462 AMHERST STREET                | San Francisco, CA 94134            |
| ISANI JOHN                       |                                               | 4198 SAN BRUNO AVE                | SAN FRANCISCO, CA 94134            |
| 'iu Chew Kwan                    |                                               | 500 RAYMOND AVENUE #501           | San Francisco, CA 94134            |
| Pokam Yan Hui                    |                                               | 348 SAWYER STREET                 | San Francisco, CA 94134            |
| Pon Tom                          |                                               | 220 DELTA                         | San Francisco, CA 94134            |
| POR FMLY DESMOND REVOC TR        |                                               | 91 GILLETTE AVE                   | SAN FRANCISCO, CA 94134            |
| PORTILLO JORGE A & EVELYN S FA   |                                               | P.O. BOX 34035                    | SAN FRANCISCO CA 94134             |

SCHLAGE LOCK PROJECT / SCHLAGE LOCK SPECIAL USE DISTRICT  
VISITACION VALLEY, VISITACION DEVELOPMENT, LLC  
HEARING NOTICE MAILING LIST

| NAME                           | ORGANIZATION                                 | ADDRESS                             | CITY STATE ZIP CODE          |
|--------------------------------|----------------------------------------------|-------------------------------------|------------------------------|
| Qei Qio Kuang                  |                                              | 719 GIRARD STREET                   | San Francisco, CA 94134      |
| QIU HAI LUN                    |                                              | 22 RAYMOND AVE                      | SAN FRANCISCO, CA 94134      |
| QIU HAI SHAN                   |                                              | 22 RAYMOND AVE                      | SAN FRANCISCO, CA 94134      |
| QIU HAI TAO                    |                                              | 22 RAYMOND AVE                      | SAN FRANCISCO, CA 94134      |
| QIU HAI YAN                    |                                              | 22 RAYMOND AVE                      | SAN FRANCISCO, CA 94134      |
| QIU HAIYUN KAREN               |                                              | 22 RAYMOND AVE                      | SAN FRANCISCO, CA 94134      |
| Quyong Qi                      |                                              | 288 FAXON STREET                    | San Francisco, CA 94112      |
| Rafael Lopez                   |                                              | 34 TURK STREET, #729                | San Francisco, CA 94102      |
| Ralph Oroquita                 |                                              | 460 PENINSULA AVENUE                | San Francisco, CA 94134      |
| Ramle Dare                     | Mercy Housing California                     | 1360 MISSION STREET #300            | San Francisco, CA 94103      |
| RAMOS                          |                                              | 977 RUTLAND STREET                  | San Francisco, CA 94134      |
| RAMOS JOHN J & LORRAINE M      |                                              | 137 DESMOND ST                      | SAN FRANCISCO, CA 94134      |
| Randal Stewart                 | Family Service Agency of San Francisco       | 1010 GOUGH STREET                   | San Francisco, CA 94109      |
| Randall Cinti                  |                                              | 131 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Randy Ruiz                     |                                              | 150 HAIGHT STREET                   | San Francisco, CA 94103      |
| Ray & Lucy Roach, Jr.          |                                              | 175 TIOGA AVENUE                    | San Francisco, CA 94134      |
| Raymond Miao                   |                                              | 232 DESMOND STREET                  | San Francisco, CA 94134      |
| Raymond Ordonez                |                                              | 1715 GENEVA AVENUE                  | San Francisco, CA 94134      |
| Rebecca Lueck                  | Self-Help for the Elderly                    | 407 SANSOME STREET, 4TH FL          | San Francisco, CA 94111      |
| RECREATION AND PARK DEPARTMENT |                                              | 501 STANYAN ST                      | SAN FRANCISCO, CA 94117      |
| Regina Puccinelli              |                                              | 201 TOCOLOMA AVENUE                 | San Francisco, CA 94134      |
| Remigio DeCastro               |                                              | 34 CASTITLAN STREET                 | San Francisco, CA 94134      |
| Renato Ejada                   |                                              | 172 LELAND AVENUE                   | San Francisco, CA 94134      |
| Renato Fernandez               |                                              | 441 SUNNYDALE                       | San Francisco, CA 94134      |
| Renee & Jerome Strain          |                                              | 286 THRIFT STREET                   | San Francisco, CA 94112-2923 |
| RESTUA ROSAL P & MARNITO G     |                                              | 100 LATHROP AVE                     | SAN FRANCISCO CA 94134       |
| Reza Khoshnevisan              | SIA Consulting Corporation                   | 1256 HOWARD STREET                  | San Francisco, CA 94103-2712 |
| Richard Bettger                |                                              | 340 TOCOLOMA AVENUE                 | San Francisco, CA 94134      |
| RICHARD GATTI.LLC              |                                              | PO BOX 750458                       | PETALUMA, CA 94975           |
| Richard Hung                   |                                              | 215 ALPHA STREET                    | San Francisco, CA 94134      |
| Richard Napier                 | San Mateo City/ County Association of Govern | 555 COUNTY CENTER                   | Redwood City, CA 94603       |
| Rob Krantz                     |                                              | 2603 Camino Ramon, Suite 200        | San Ramon, CA 94583          |
| Robert M. Krantz               | Union Pacific Railroad                       | 2603 Camino Ramon, Suite 200        | San Ramon, CA 94583          |
| Robert Thorn                   |                                              | 257 SOMERSET                        | San Francisco, CA 94134      |
| Robin Cheung                   |                                              | 178 LELAND AVENUE                   | San Francisco, CA 94134      |
| Ron Gibson                     |                                              | 260 TOCOLOMA AVENUE                 | San Francisco, CA 94134      |
| Rong Ziang Zhou                |                                              | 274 TEDDY AVENUE                    | San Francisco, CA 94134      |
| Ronnie Wardell                 |                                              | 316 LELAND AVE.                     | SAN FRANCISCO ,, CA 94103    |
| Rose Mary Watson               |                                              | 586 CAMPBELL AVENUE                 | San Francisco, CA 94134      |
| Rowena Mamaraldo               | San Francisco Urban Institute                | 1600 HOLLOWAY AVE, LAKEVIEW CTR C15 | San Francisco, CA 94132      |
| Ruby Dandridge                 |                                              | 87 WABASH TERRACE                   | San Francisco, CA 94134      |
| RUBY LEE DANRIDGE REVOC LVG TR |                                              | 87 WABASH TER                       | SAN FRANCISCO, CA 94134      |
| Rudolph Stuhler                |                                              | 229 SAWYER STREET                   | San Francisco, CA 94134      |
| Rui Lian Deng                  |                                              | 901 SILVER AVENUE                   | San Francisco, CA 94134      |
| Rui Zhen Zhu                   |                                              | 928 HAMILTON STREET                 | San Francisco, CA 94134      |
| Rui-Ping Yu                    |                                              | 18 RAYMOND AVENUE                   | San Francisco, CA 94134      |
| Ruixia Gao                     |                                              | 98 TUCKER AVENUE                    | San Francisco, CA 94134      |
| Run Dong                       |                                              | 500 RAYMOND AVENUE #227             | San Francisco, CA 94134      |
| Run Lo Ling                    |                                              | 500 RAYMOND AVENUE #218             | San Francisco, CA 94134      |
| RUSSELL EDWARD J               |                                              | 543 VISITACION AVE                  | SAN FRANCISCO, CA 94134      |
| Russell Morine                 | Visitacion Valley PA                         | 531 BLANKEN AVENUE                  | San Francisco, CA 94134      |
| Ruth Jackson                   |                                              | 101 HAHN STREET                     | San Francisco, CA 94134      |
| S.K. Lan                       |                                              | 147 Teddy Street                    | San Francisco, CA 94134      |
| Sal & Kathy Jimenez            |                                              | 2529 SAN BRUNO AVENUE               | San Francisco, CA 94134      |
| Sal Pisa                       |                                              | 34 TALBERT STREET                   | San Francisco, CA 94134      |
| SALANI SUSAN                   |                                              | 1830 REDWOOD AVE                    | REDWOOD CITY CA 94061        |
| Sally & Joseph Jennings        |                                              | 311 HOCKNESS AVENUE                 | San Francisco, CA 94134      |
| Salvador & Juanita Gomez       |                                              | 214 PENINSULA AVENUE                | San Francisco, CA 94134      |
| Sam Devore                     |                                              | 316 LELAND AVE                      | San Francisco, CA 94134      |
| Sam Kiosvidi                   |                                              | 722 SUNNYDALE AVENUE                | San Francisco, CA 94014      |
| Sam, Susan Oamar               |                                              | 10 TALBERT STREET                   | San Francisco, CA 94134      |
| Samuel Butscher                | Marshall Academic HS                         | 45 CONKLING STREET                  | San Francisco, CA 94124      |
| Samuel Morales                 |                                              | 257 SCHWERIN STREET                 | San Francisco, CA 94134      |
| San Law Lai                    |                                              | 474 CAMBRIDGE STREET,               | San Francisco, CA 94134      |
| Sandra Davis                   |                                              | 1252 SUNNYDALE AVENUE               | San Francisco, CA 94134      |
| Sandra Silvestri               |                                              | 2630 BAYSHORE BLVD                  | San Francisco, CA 94134      |
| sandra Vivanco                 |                                              | 566 FOLSOM STREET                   | San Francisco, CA 94105      |
| Sandy Wong                     |                                              | 45 HAHN STREET                      | San Francisco, CA 94134      |
| SANITARY FILL CO               |                                              | 501 TUNNEL AVE                      | SAN FRANCISCO CA 94134       |
| SANT JOHN M&GIOVANNA M CO-TRS  |                                              | 259 PENINSULA AVE                   | SAN FRANCISCO, CA 94134      |
| Santos Dallemos                |                                              | 322 RAYMOND AVENUE                  | San Francisco, CA 94134      |
| Sarah Mills                    |                                              | 5028 PERRY WAY                      | ANTIOCH, CA 94531-8414       |
| Sasanna Yee                    |                                              | 327 RAYMOND AVE                     | San Francisco, CA 94134      |
| SAYEGH CHAFIC K & GEORGETTE RE |                                              | 913 CEDARCREST DR                   | VACAVILLE CA 95687           |
| Selina Low                     |                                              | 100 BRITTON STREET                  | San Francisco, CA 94134      |
| Sen-Fun Lao                    |                                              | 158 HAL STREET                      | San Francisco, CA 94134      |

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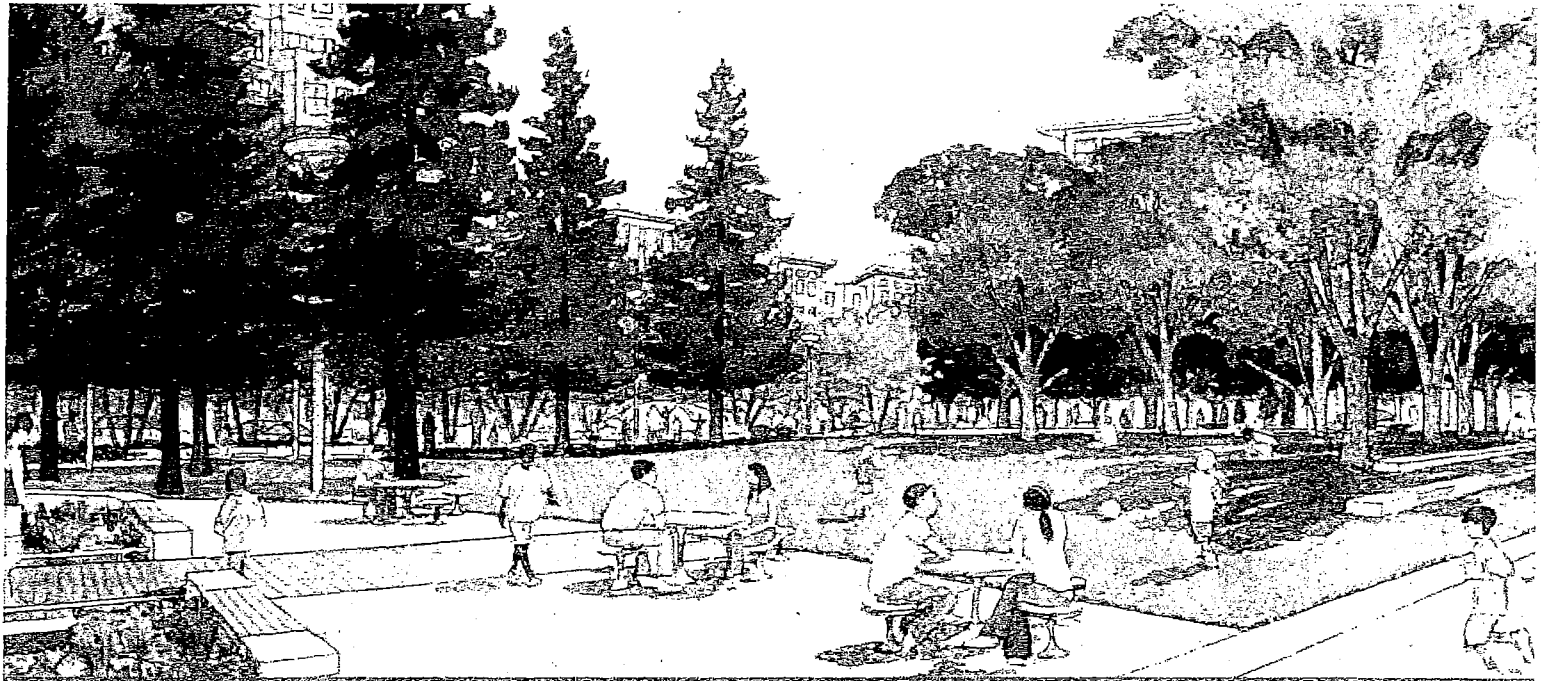
| NAME                           | ORGANIZATION                 | ADDRESS                      | CITY STATE ZIP CODE            |
|--------------------------------|------------------------------|------------------------------|--------------------------------|
| SETO LUM WAI CHARLIE & MABLE   |                              | 2440 BAY SHORE BL #1         | SAN FRANCISCO, CA 94134        |
| Shao Mei Guo                   |                              | 2 CARR STREET, APT #2        | San Francisco, CA 94124        |
| Shao Ying Zhang                |                              | 384 MADISON STREET           | San Francisco, CA 94134        |
| Shao Zhen Li                   |                              | 80 TOPEKA AVENUE             | San Francisco, CA 94124        |
| Sharon Johnson                 |                              | 65 GARRISON STREET           | San Francisco, CA 94134        |
| Sheng Wu Guang                 |                              | 70 WABASH TERRACE            | San Francisco, CA 94134        |
| Sherri Sawyer                  | Tutoring Services            | 3550 MARKET STREET, STE. 103 | San Francisco, CA 94131        |
| Shi Qui Zhang                  |                              | 940 POWELL STREET, # 611     | San Francisco, CA 94108        |
| Shirley Cattonham              |                              | 670 THORNTON AVENUE          | San Francisco, CA 94134        |
| Shou Xuan Tan                  |                              | 143 TEDDY AVENUE             | San Francisco, CA 94134        |
| Shu Li                         |                              | 84 SCOTIA AVENUE             | San Francisco, CA 94124        |
| Shui Ying Tam                  |                              | 83 Britton Street            | San Francisco, CA 94134        |
| Shu-Lan Li Tran                |                              | 18301 MESCAL ST              | Rowland Heights, CA 91748-4427 |
| SILVESTRI ALFEO & PAOLA LIVING |                              | 2635 BAY SHORE BLVD          | SAN FRANCISCO, CA 94134        |
| SILVESTRI FAMILY LIMITED PARTN |                              | 2635 BAY SHORE BLVD          | SAN FRANCISCO CA 94134         |
| Silvio Stocca                  |                              | 515 GOETTINGEN STREET        | San Francisco, CA 94134        |
| Siu Wan Tang                   |                              | 127 TIOGA AVENUE             | San Francisco, CA 94134        |
| Siu Ying Wu Ng                 |                              | 44 TOMASO COURT              | San Francisco, CA 94134        |
| Siu-Kong Chung                 |                              | 1621 VISITACION STREET       | San Francisco, CA 94134        |
| Siwen Gauthier                 |                              | 367 JUSTIN DRIVE             | San Francisco, CA 94112        |
| Slavo Dijanic                  |                              | 191 TALBERT STREET           | San Francisco, CA 94134        |
| So Lau Lai                     |                              | 658 MOSCOW                   | San Francisco, CA 94134        |
| Sok Yin Wong                   |                              | 500 RAYMOND AVENUE #321      | San Francisco, CA 94134        |
| SOLOMON BOYD C & VIDA S        |                              | 2210 GSELLERT BLVD #5411     | SO.SAN FRANCISCO CA 94080      |
| Son-Leng Lam                   |                              | 379 ARLETA AVENUE            | San Francisco, CA 94134        |
| SORIANO FERNA                  |                              | 233 TUNNEL AV                | SAN FRANCISCO, CA 94134        |
| SORIANO REYNALDO               |                              | 233 TUNNEL AV                | SAN FRANCISCO, CA 94134        |
| SOUTHLAND CORPORATION THE      |                              | P.O. BOX 711                 | DALLAS, TX 752210711           |
| Stanley & John Chu             |                              | 300 ARLETA AVENUE            | San Francisco, CA 94134        |
| STATE PROPERTY                 |                              | 707 03RD ST 6TH FL           | WEST SACRAMENTO, CA 95605      |
| Stavroda Kolitsopoulos         |                              | 1326 16TH AVE                | San Francisco, CA 94122-2012   |
| Stephanie Shakofsky            | CCLR                         | 333 PINE STREET, STE. 300    | San Francisco, CA 94104        |
| Steve Reese                    |                              | 415 CAMPBELL AVE             | San Francisco, CA 94134        |
| Steve Reese                    |                              | 415 CAMPBELL AVENUE          | San Francisco, CA 94134        |
| Steve Williams                 |                              | 2619 SUTTER STREET           | San Francisco, CA 94115        |
| Steven & Lily Leo              |                              | 34 LOIS LANE                 | San Francisco, CA 94134        |
| Steven Moss                    |                              | 2145 18TH STREET             | San Francisco, CA 94107        |
| Stuart Miner                   |                              | 475 17TH ST., STE. 950       | Denver, CO 80202               |
| Sui Xiu Gao                    |                              | 500 RAYMOND AVENUE #305      | San Francisco, CA 94134        |
| Sun Lik Wong                   |                              | 315 ARLETA AVENUE            | San Francisco, CA 94134        |
| Sun Yuen Chung                 |                              | 609 SAWYER STREET            | San Francisco, CA 94134        |
| Sunny Miao                     |                              | 238 DESMOND STREET           | San Francisco, CA 94134        |
| SURVIVING SPOUSES TRUST        |                              | 110 BLANKEN AVE              | SAN FRANCISCO CA 94134         |
| Susan Sunderland               |                              | 360 Winding Way              | San Francisco, CA 94112        |
| Susan Hildren                  |                              | 100 LARKIN STREET            | San Francisco, CA 94134        |
| Susan Lee                      |                              | 659 CAMPBELL                 | San Francisco, CA 94134        |
| Susan Wong                     | APACE                        | 2442 BAYSHORE BLVD.          | San Francisco, CA 94134        |
| SWAMI BRAHMABUTA K             |                              | 1040 COLUMBUS AVE            | SAN FRANCISCO CA 94133         |
| Sylvia & Rod Java              |                              | 114 ARLETA AVENUE            | San Francisco, CA 94134        |
| Sylvia Auyeung                 |                              | 305 WHEELER AVENUE           | San Francisco, CA 94134        |
| TAM KWOK CHAM & WAI FONG       |                              | 1196 PACIFIC AVE             | SAN FRANCISCO, CA 94133        |
| Tam Kwok Cham & Wai Fong       |                              | 1196 PACIFIC AVENUE          | San Francisco, CA 94133        |
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# Visitacion Valley/ Schlage Lock

DESIGN FOR DEVELOPMENT

JUNE 2014



SAN FRANCISCO  
PLANNING  
DEPARTMENT





SAN FRANCISCO  
PLANNING  
DEPARTMENT



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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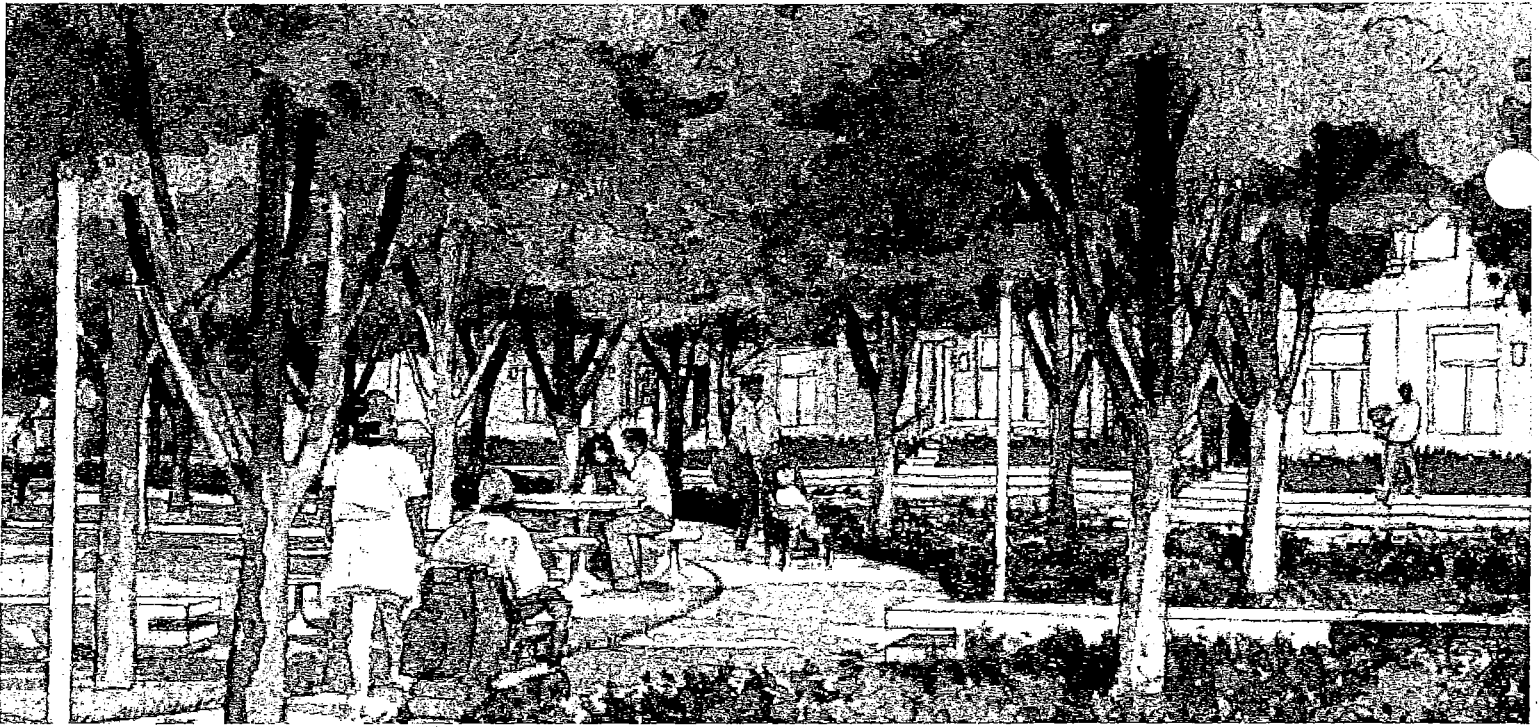


# VISION, GOALS & FRAMEWORK

## 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.

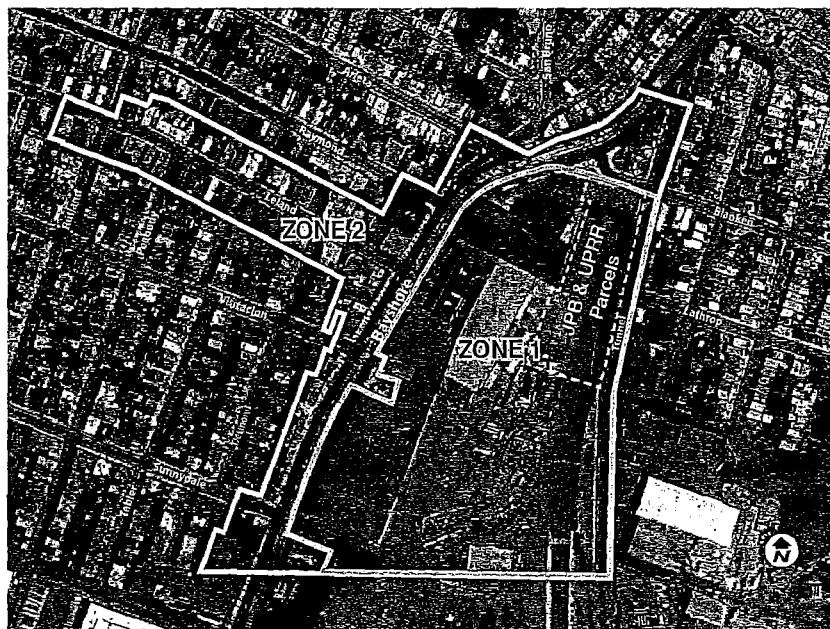
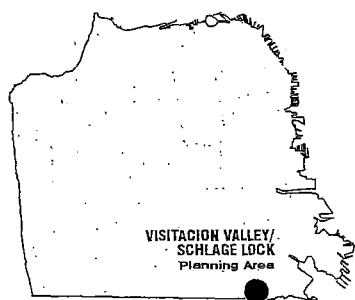


In 2005, Supervisor Maxwell, the Planning Department, and the Office of Economic and Workforce Development began a new community design process to refine the site plans for the Schlage Lock site, develop permanent land use and development controls, and to initiate a Redevelopment Survey Area for Visitacion 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

VISITACION VALLEY/SCHLAGE LOCK  
DESIGN FOR DEVELOPMENT



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

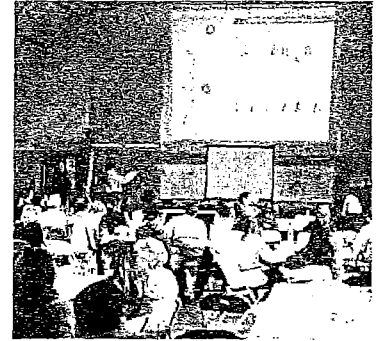
The 2014 revisions to the Design For Development resulted from a series of focused public workshops between October 2012 and March 2014. In addition to four public workshops attended by residents, business owners and members of the public, the process included periodic open meetings with an Advisory 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 vision<sup>1</sup>. 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.

<sup>1</sup> 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.

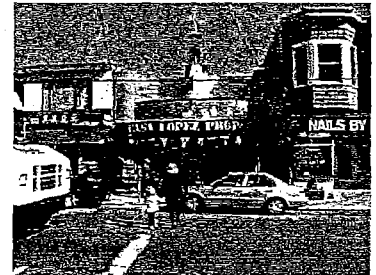
## EXISTING CONDITIONS

### 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.

Visitacion Valley is located in the southeast quadrant of San Francisco. Visitacion Valley is bounded to the west and north by McLaren Park, to the east by Highway 101 and to the south by the San Francisco / San Mateo County line. 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 Visitacion Valley Greenway, a linear system of open space lots connecting to Leland Avenue. Just east of the Schlage Lock site is the Little Hollywood neighborhood. Little Hollywood is comprised predominantly of California bungalow-style architecture and Mediterranean style architecture constructed in the 1920's and 1930's.

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



Active street life on Leland Avenue.



An intersection along Leland Avenue

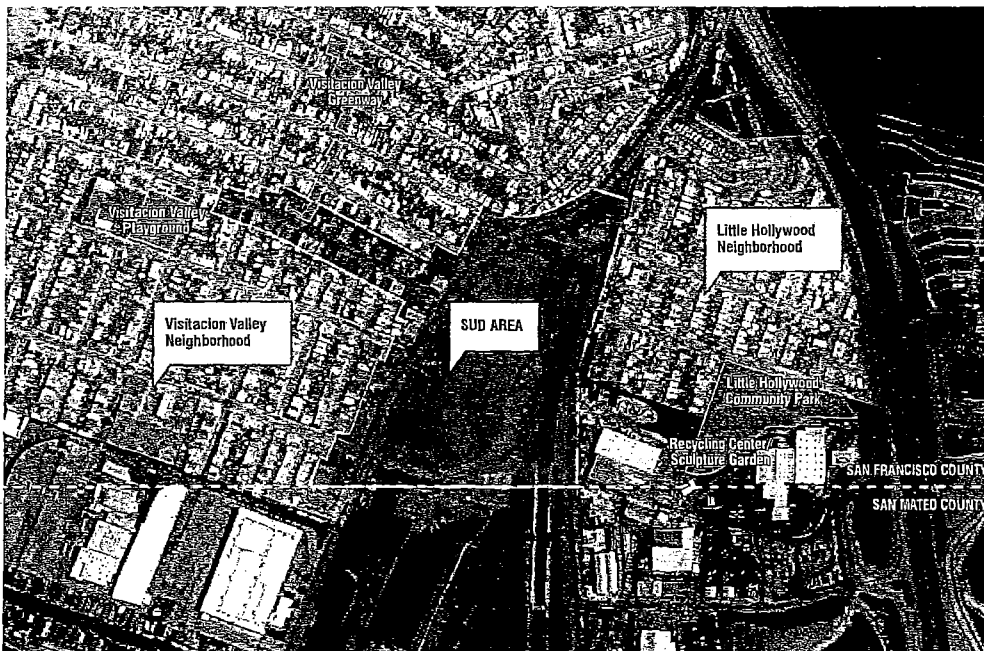
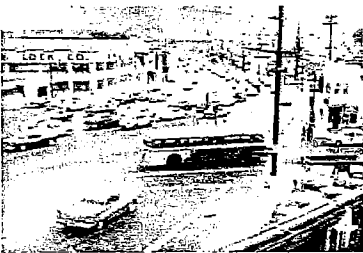


FIGURE 1-2  
SUD Area and  
Surrounding  
Neighborhoods



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.

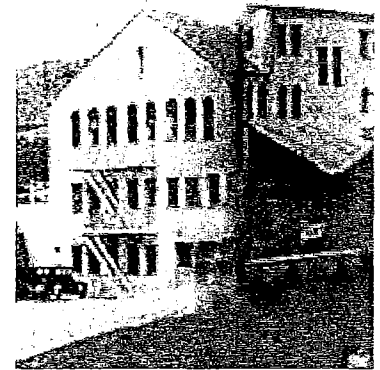
In 1974, Ingersoll Rand, a diversified industrial company, purchased the Schlage Lock Company, and continued manufacturing products under the Schlage Lock Company name. In 1999, Ingersoll Rand decided to end business activity at the Schlage Lock Visitacion Valley factory and to move production to another 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

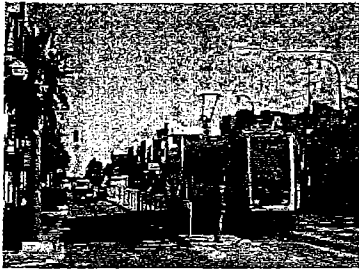
The area is served by the City's Combined Sewer System (CSS), which collects stormwater and wastewater in a single sewage system and conveys it to the Southeast Water Pollution Control Plant, at 750 Phelps Street in the Bayview Hunters Point neighborhood. Almost all of the combined stormwater and wastewater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



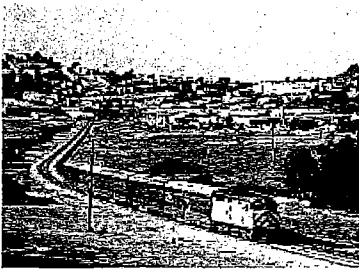
An office structure on the Schlage Lock site, 1926



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.

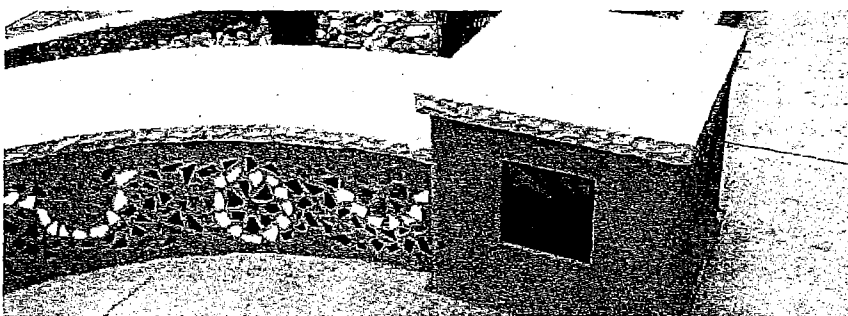
FIGURE 1-3  
Existing Circulation Conditions



### Circulation and Access

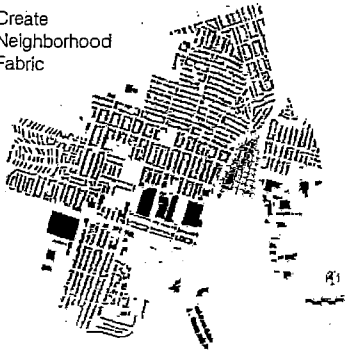
Visitacion Valley can be accessed from Highway 101 via Bayshore Boulevard for regional north and south travel and Geneva Avenue, a major arterial, for cross town travel toward western San Francisco. Bayshore Boulevard links the neighborhood to other points in San Francisco and south to Brisbane and supports 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 Sunnysdale Avenue and then continuing along unimproved, privately-owned property.

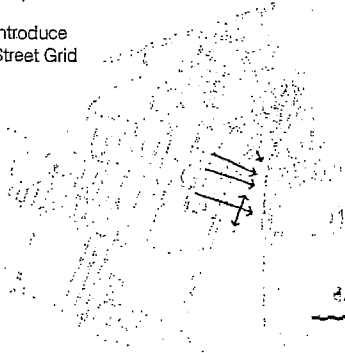


Leland Avenue Streetscape Improvements, West of Bayshore Blvd (complete)

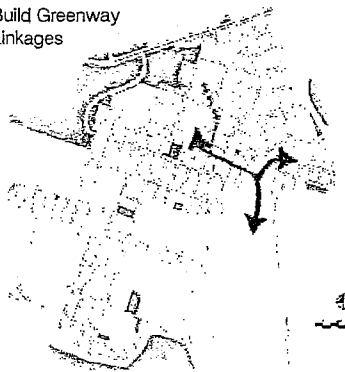
Create  
Neighborhood  
Fabric



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

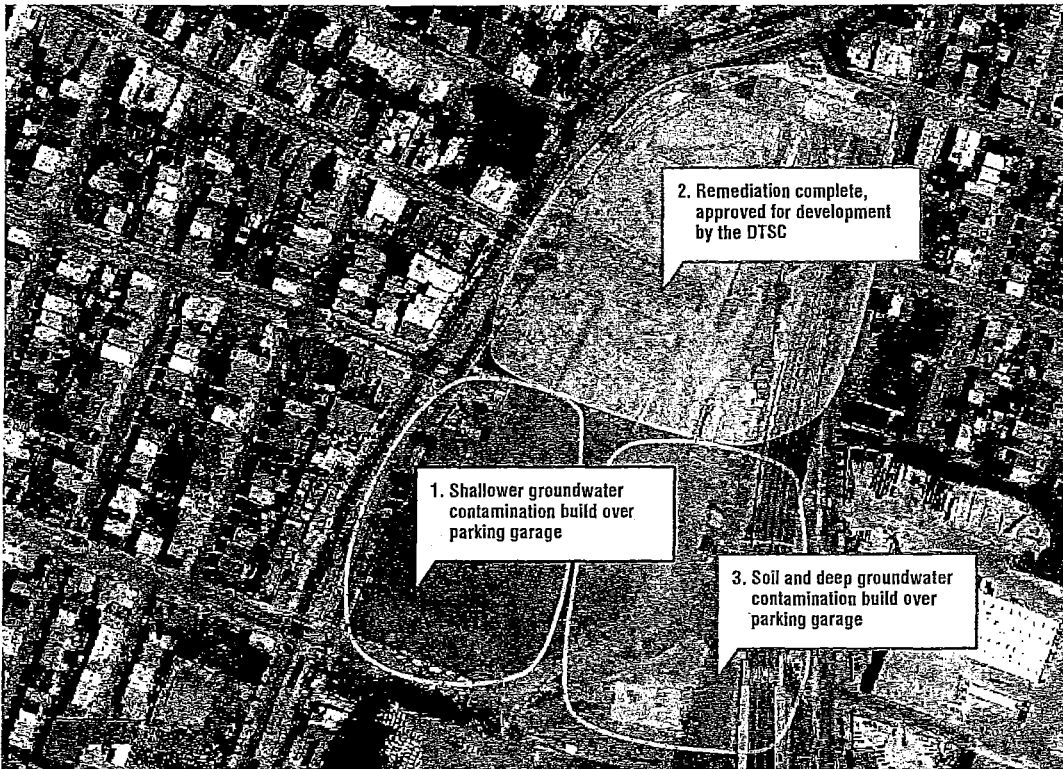


FIGURE 1-4  
Remediation on the  
Schlage Lock Site

being reviewed by DTSC. In addition, clean fill will be used 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



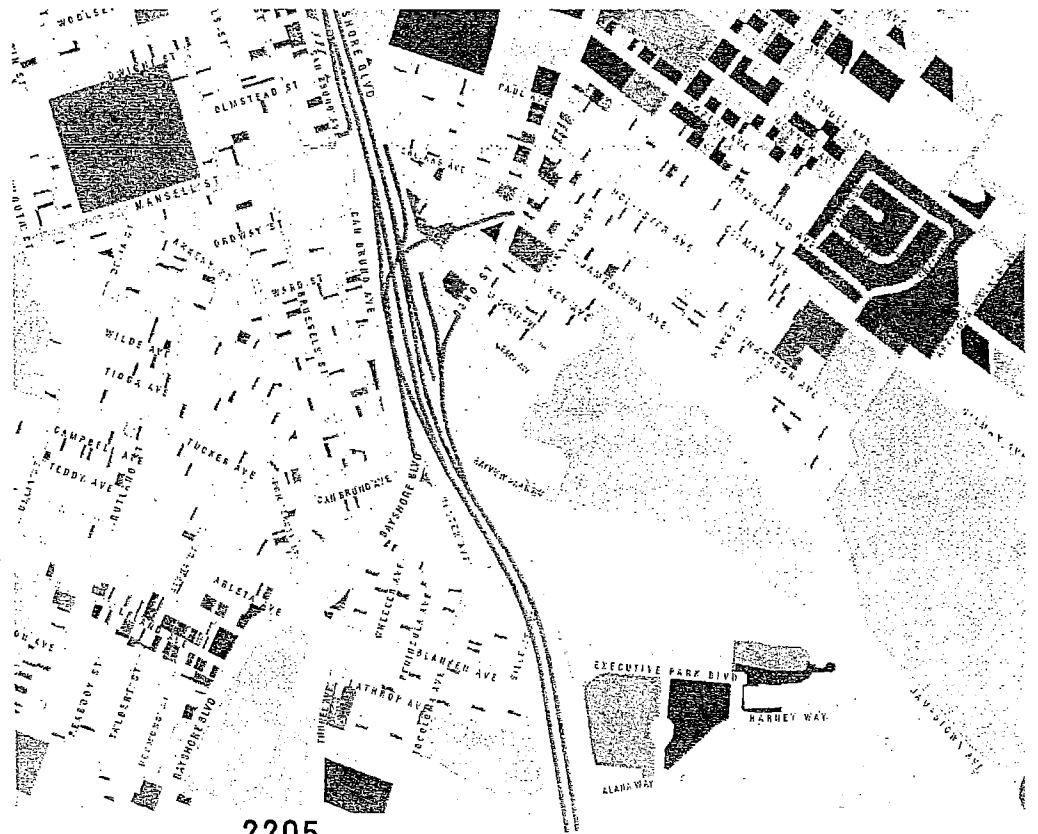
framework and sustainability goals.

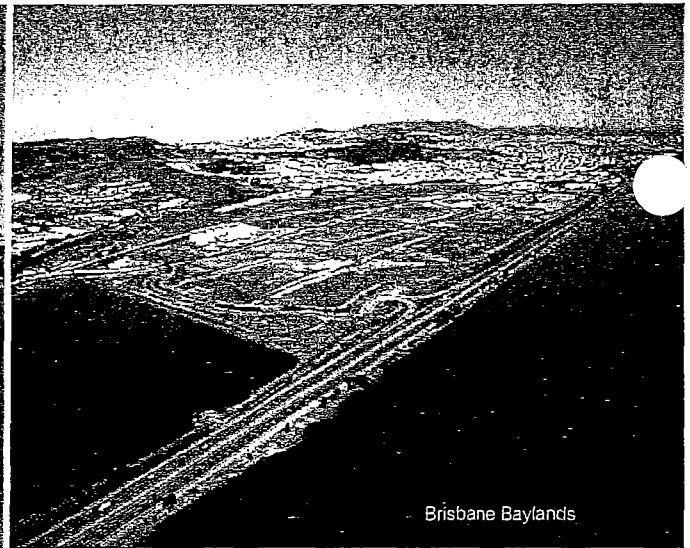
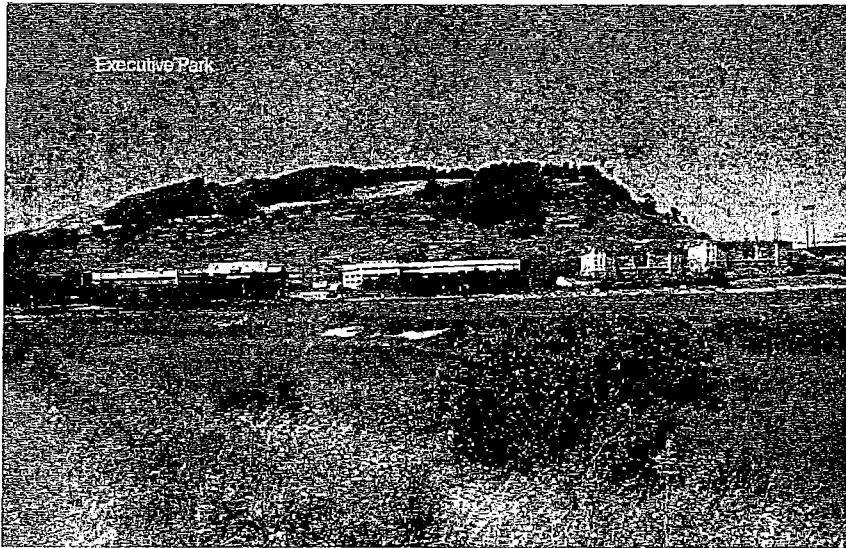
Zone 2 of the SUD area is zoned Neighborhood Commercial (NC). The property that lies north of the Schlage site, a triangle-shaped block bounded by Blanken Avenue, Bayshore Boulevard and Tunnel Avenue, is zoned NC-1 (Neighborhood Commercial Cluster District). NC-1 Districts are intended to serve as local 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

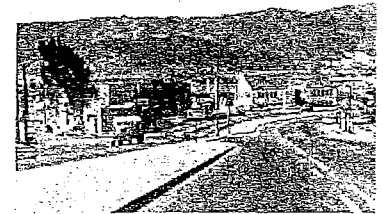




are distinguished from NC-2 districts by larger lots and buildings and broader streets. A wider variety of uses are permitted than in NC-2 Districts, including entertainment, financial service and some auto uses. NC-3 Districts are further described in Planning Code § 712.

## 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.



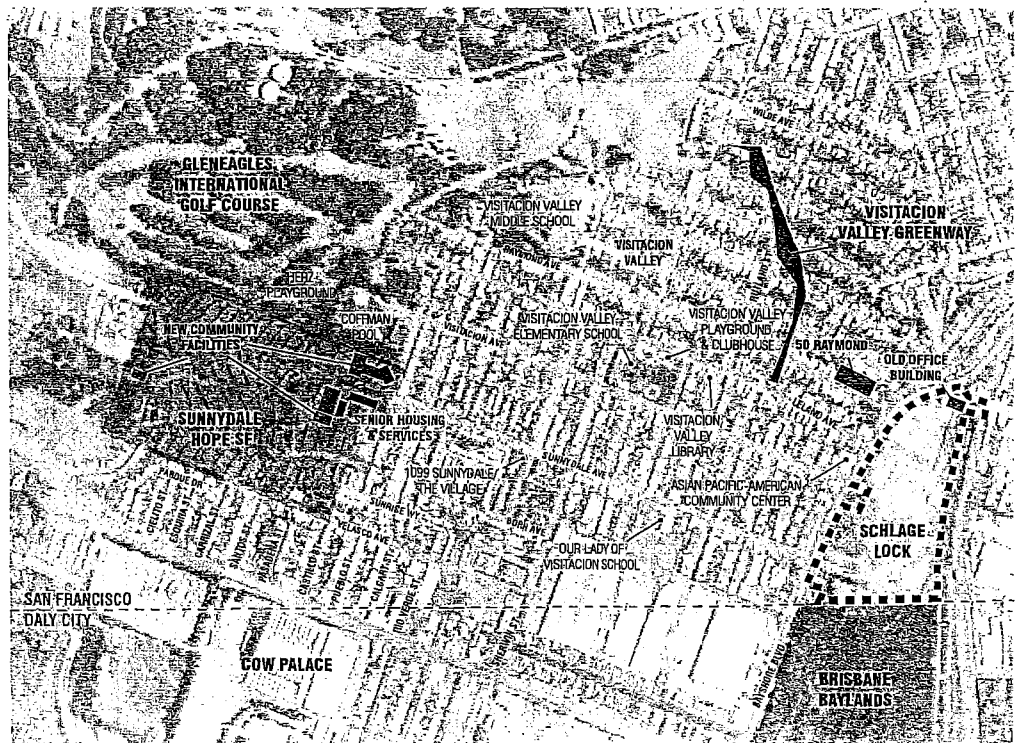
View towards Schlage Lock Site and San Bruno Mountain, along Bayshore Avenue

### 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



- **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 Sunnysdale 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 Sunnysdale 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.

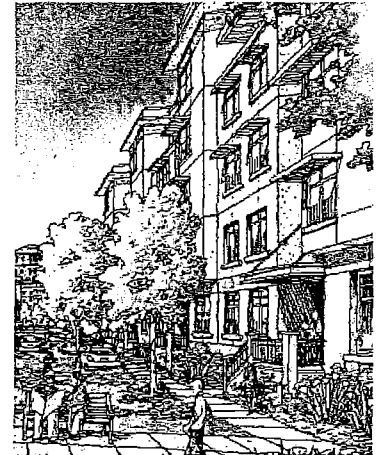
### Land Use

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.)

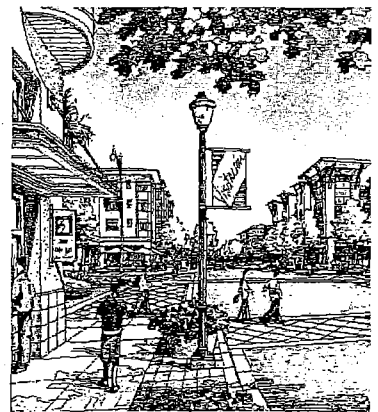
Land uses along Bayshore Boulevard and Leland Avenue (Zone 2) will generally be ground floor commercial, including retail and small business service uses, with residential uses above the first story, consistent with the current development pattern in Zone 2. In order to be consistent with new development 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



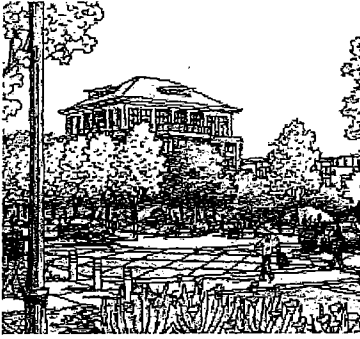
Residential and active uses will line Leland Park



Retail uses will continue along Leland Avenue



Open spaces will be connected throughout the new development

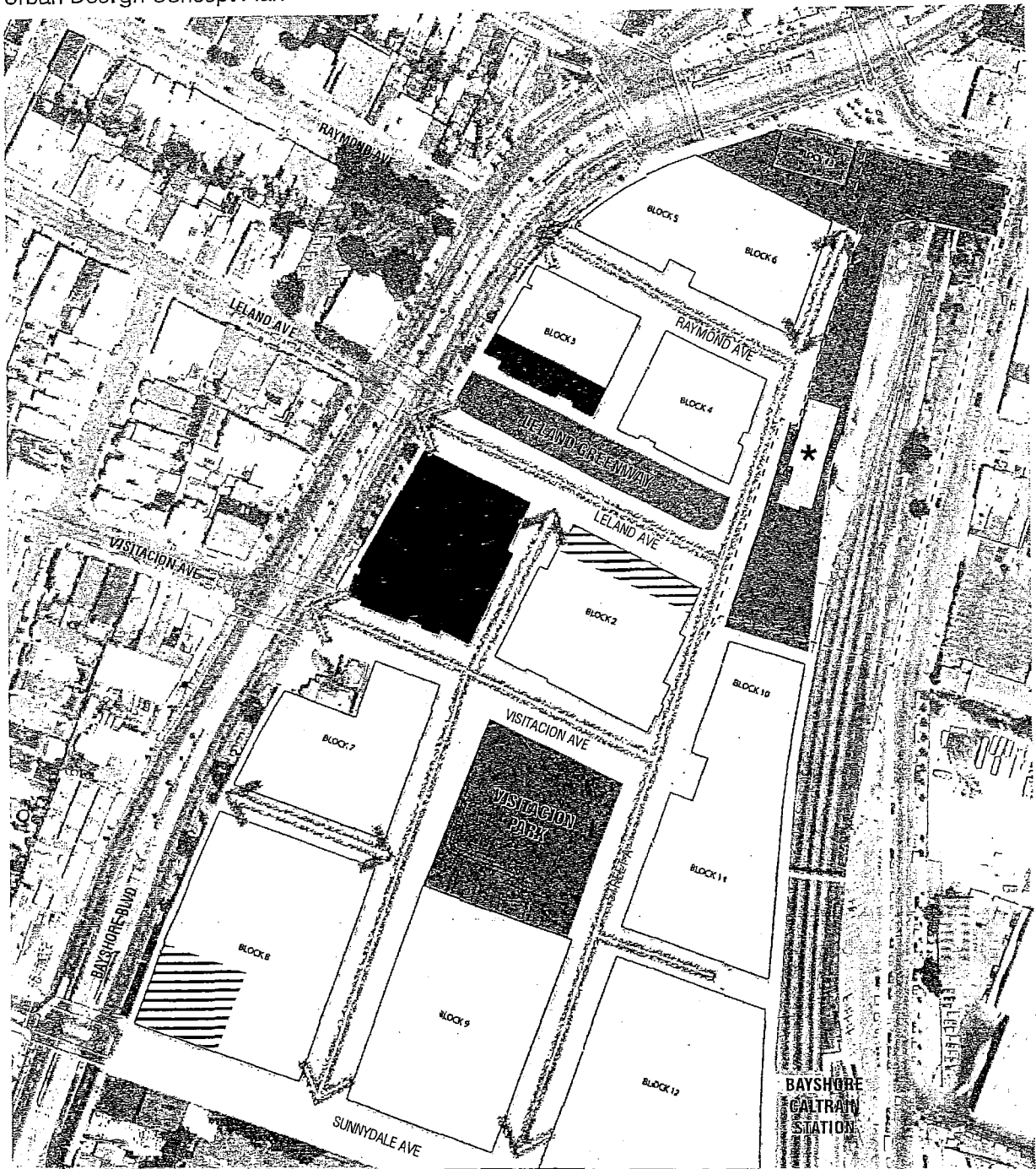



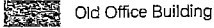


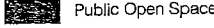



A rendering of a mid-rise podium building on the Schlage Lock site.

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 Kellogg-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

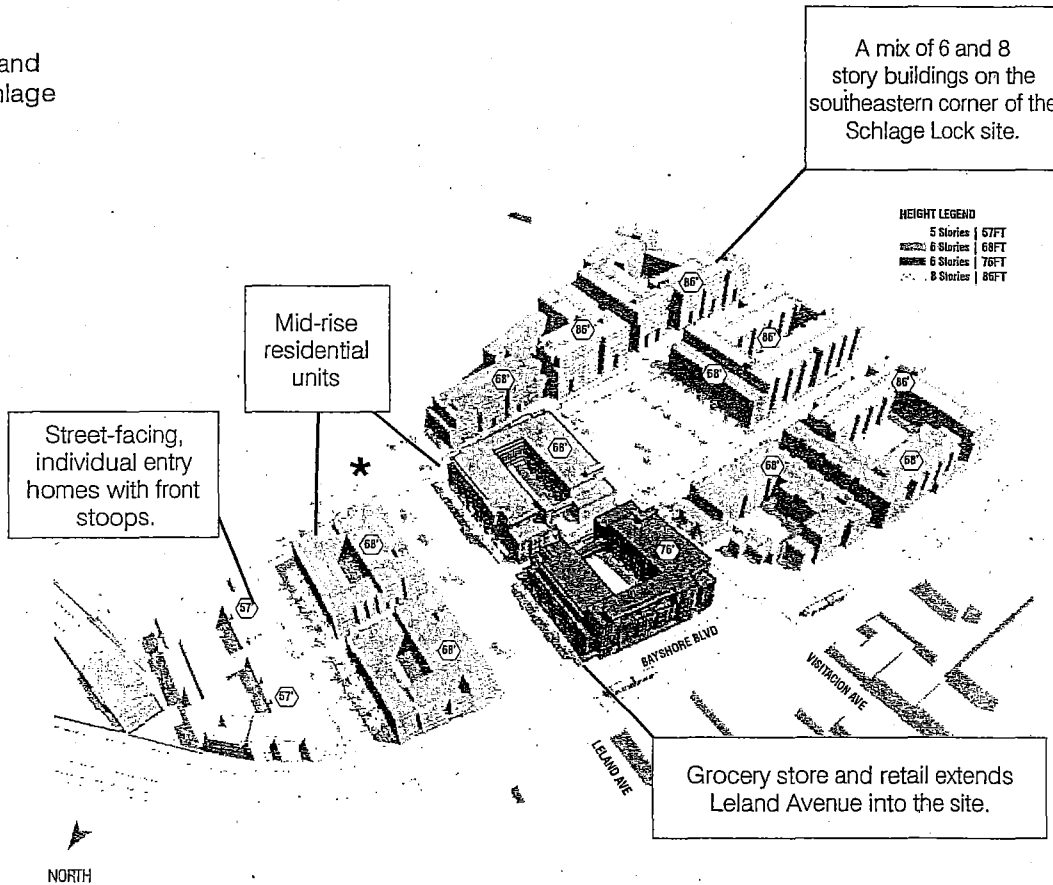


- |                                                                                                                     |                                                                                                          |                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|  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.

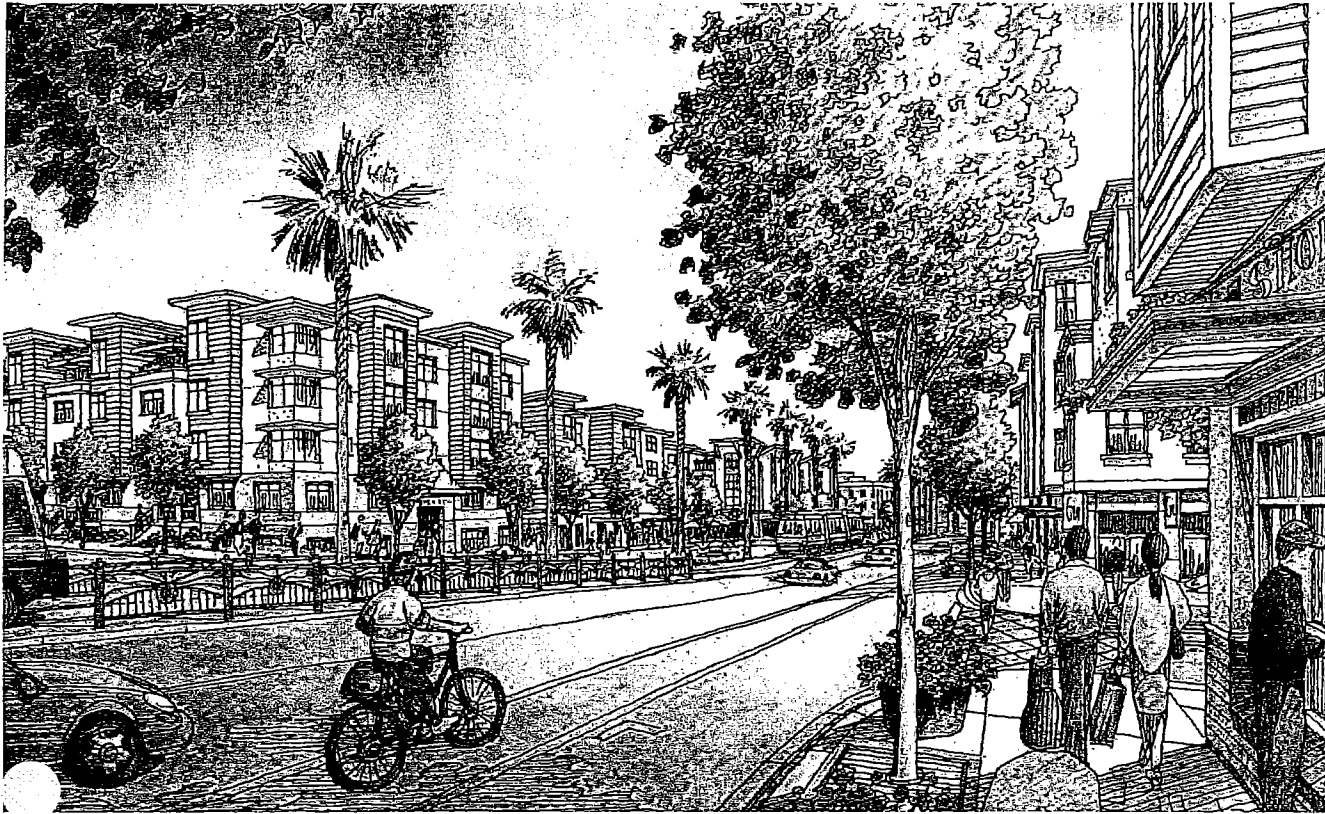
with greater intensities in the southern portion of the site and lower intensities in the northern portion of the site adjacent to the Little Hollywood and Visitation Valley residential areas. The location of different building heights is described further below.

- 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.



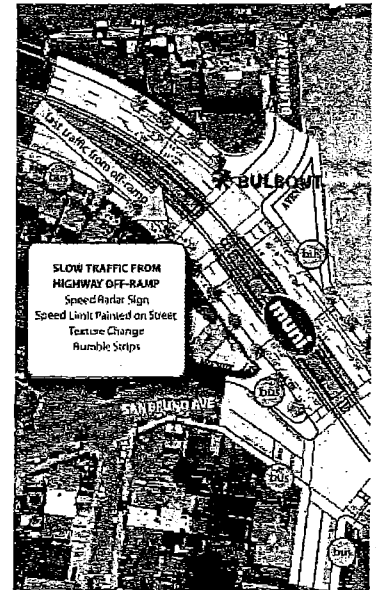
Pedestrian improvements  
along Bayshore Boulevard,  
and throughout the site.

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 Sunnysdale 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.

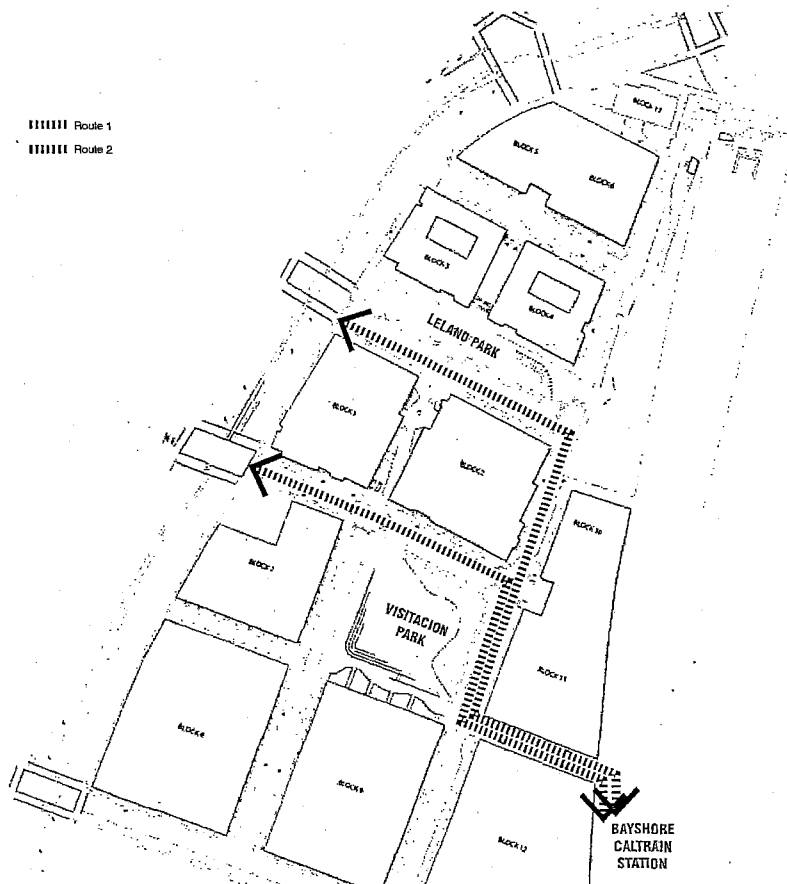


FIGURE 1-9  
Pedestrian Connections

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.

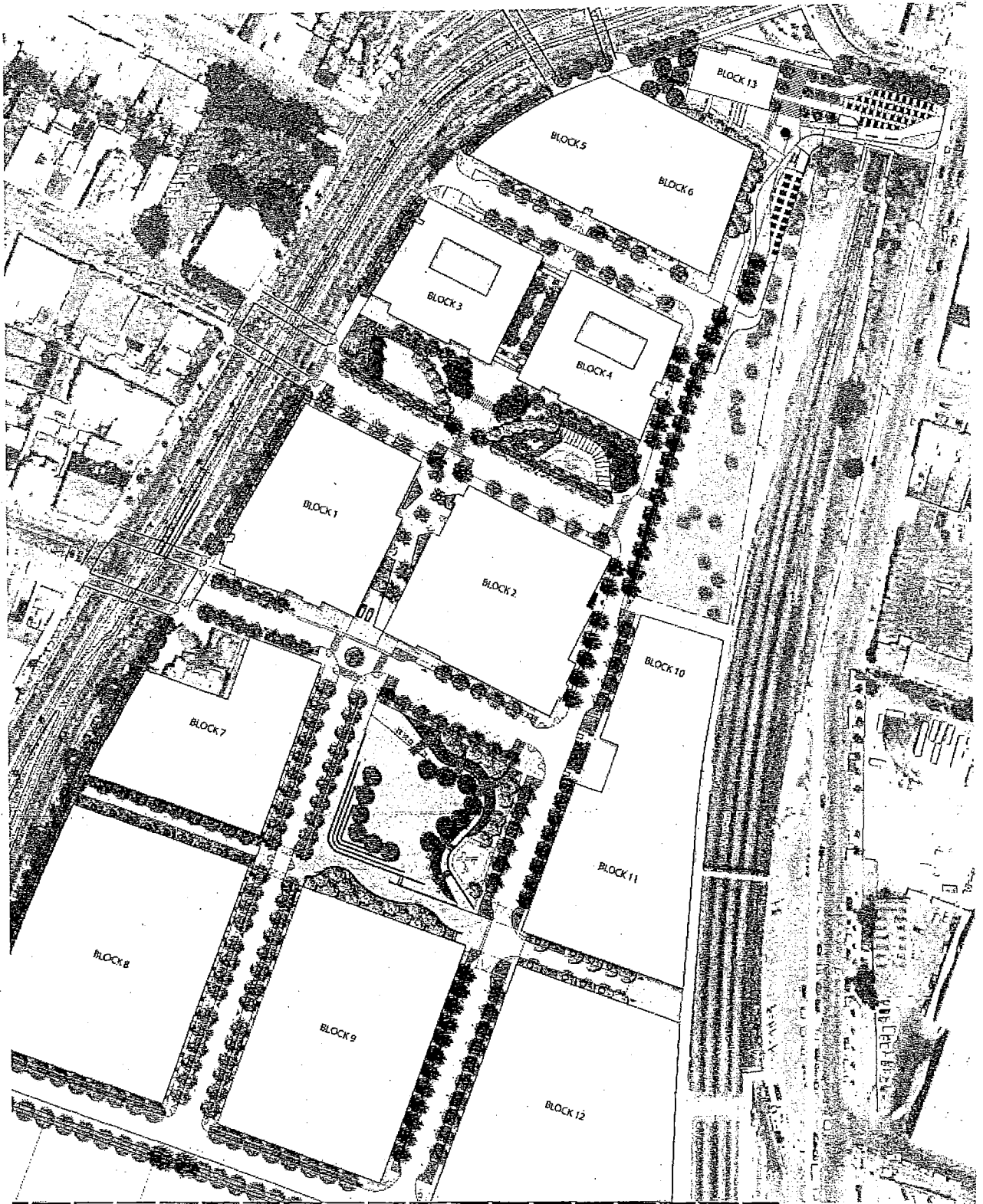
The Development Agreement and the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan include additional streetscape requirements within and adjacent to the site. They include:

- 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.



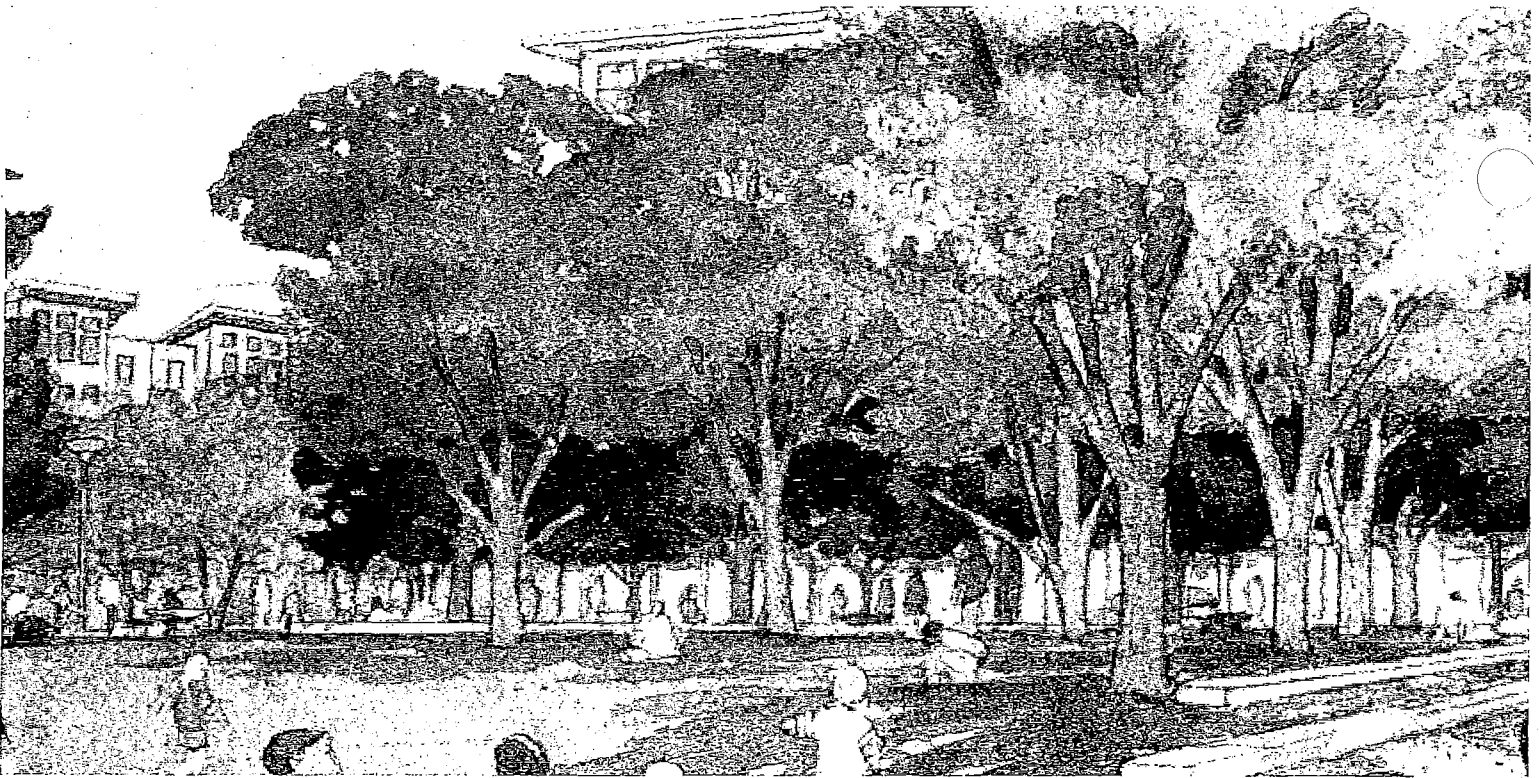
# DEVELOPMENT CONTROLS DESIGN GUIDELINES

## 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.

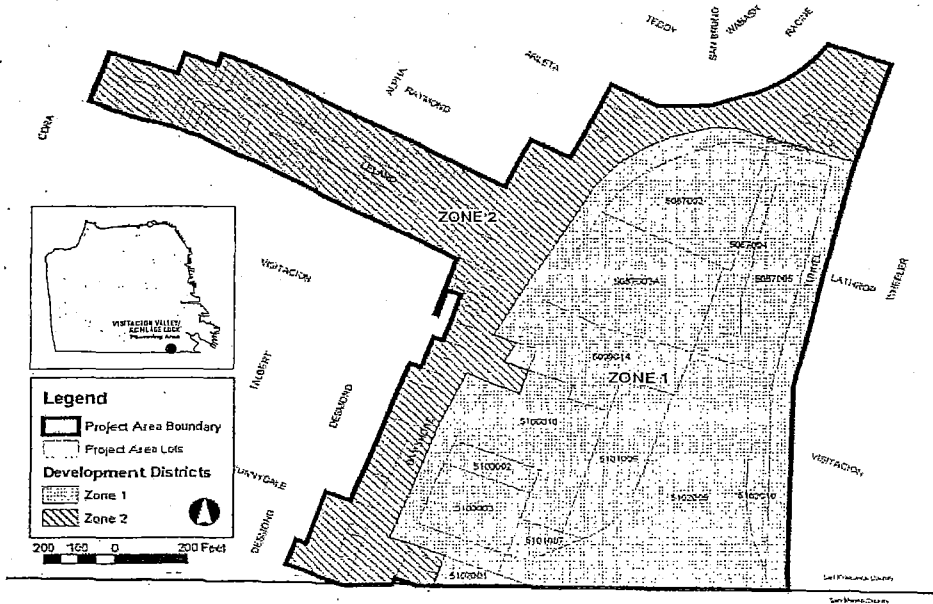
- **DEVELOPMENT CONTROLS** address those aspects of development that are essential to achieve the project goals and objectives. Development controls are clearly measurable and adherence to them is mandatory for projects in Zone 1. Planning Code requirements shall be used to govern all aspects of development not addressed in the Development Controls.<sup>2</sup>

<sup>2</sup> 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.

PART II



**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.

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### DEVELOPMENT CONTROLS

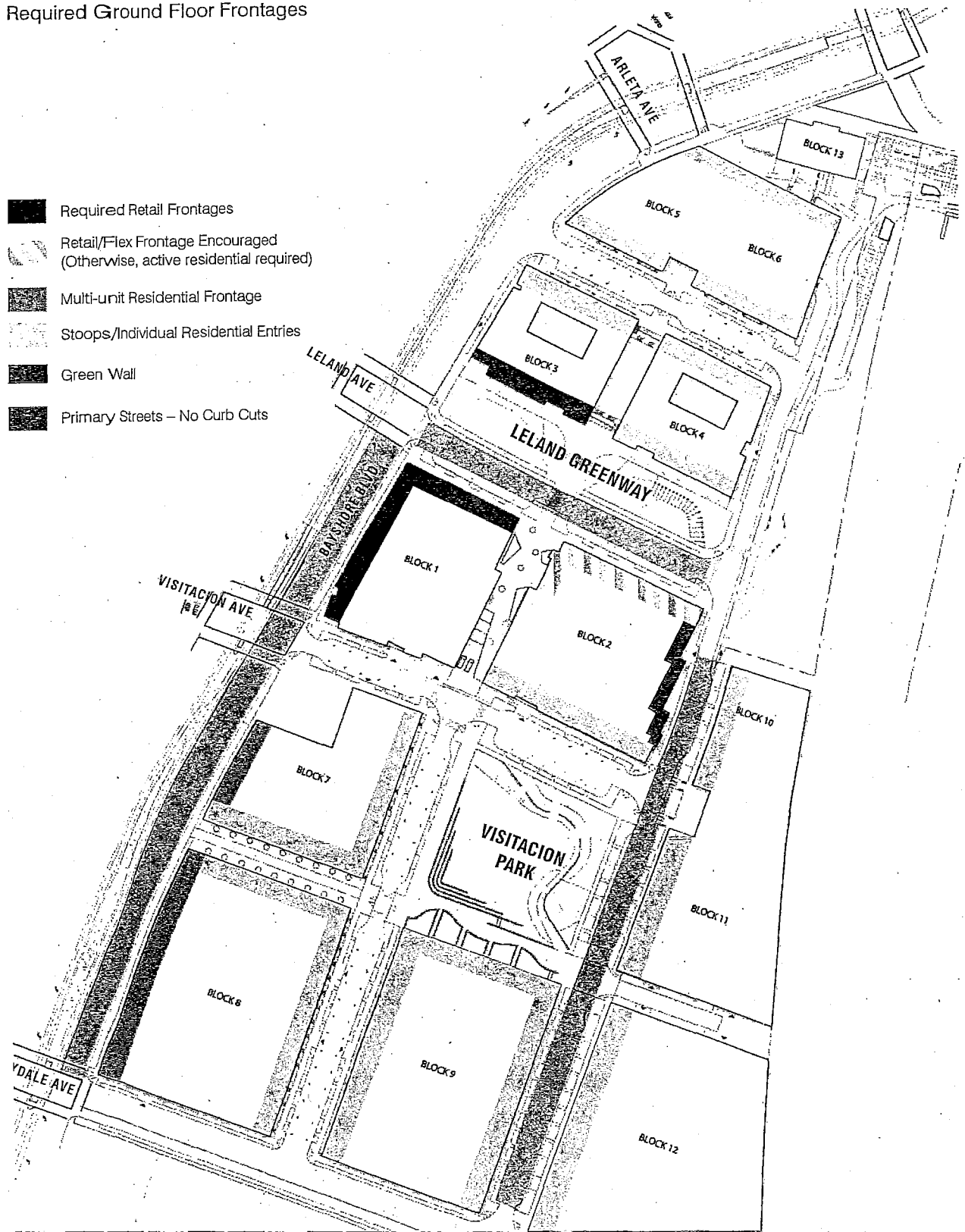
1. Land uses shall be controlled by the underlying zoning and SUD.
2. The Old Office Building in the northernmost part of the site must be retained and reused, as per the Development Agreement.
3. Active ground floor frontages are required as described below and in Figure 2-2:
  - **Retail frontage required:** 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.

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### 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



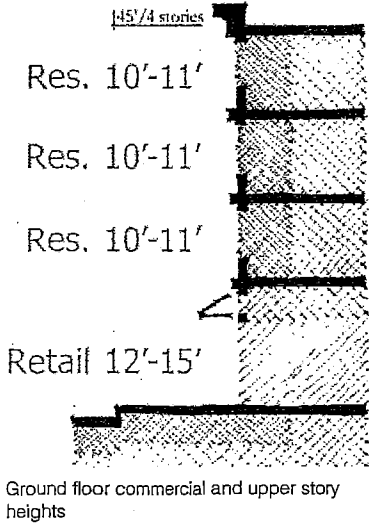
- Required retail frontages should be designed to typical retail depth of 30-60 feet. Flex frontages should be designed to a minimum depth of 20 feet.

## 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).



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

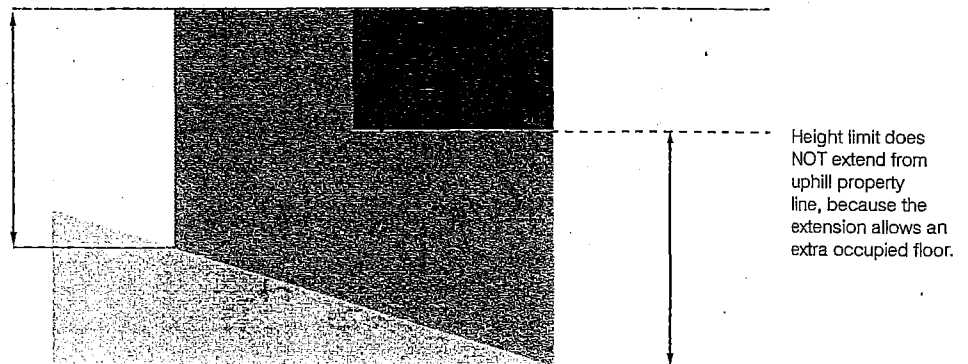
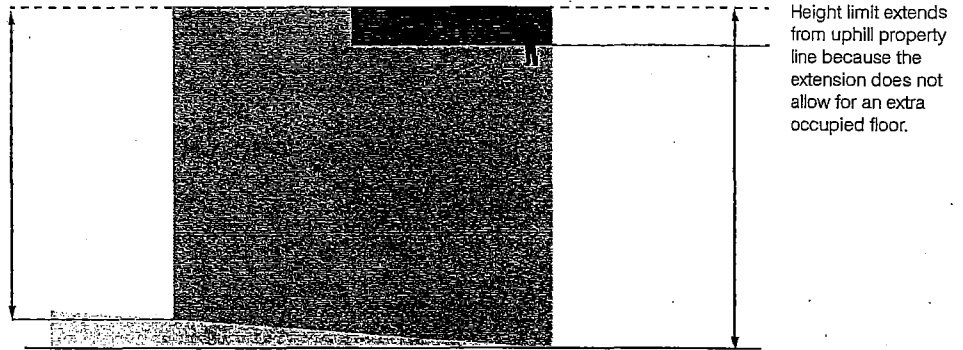
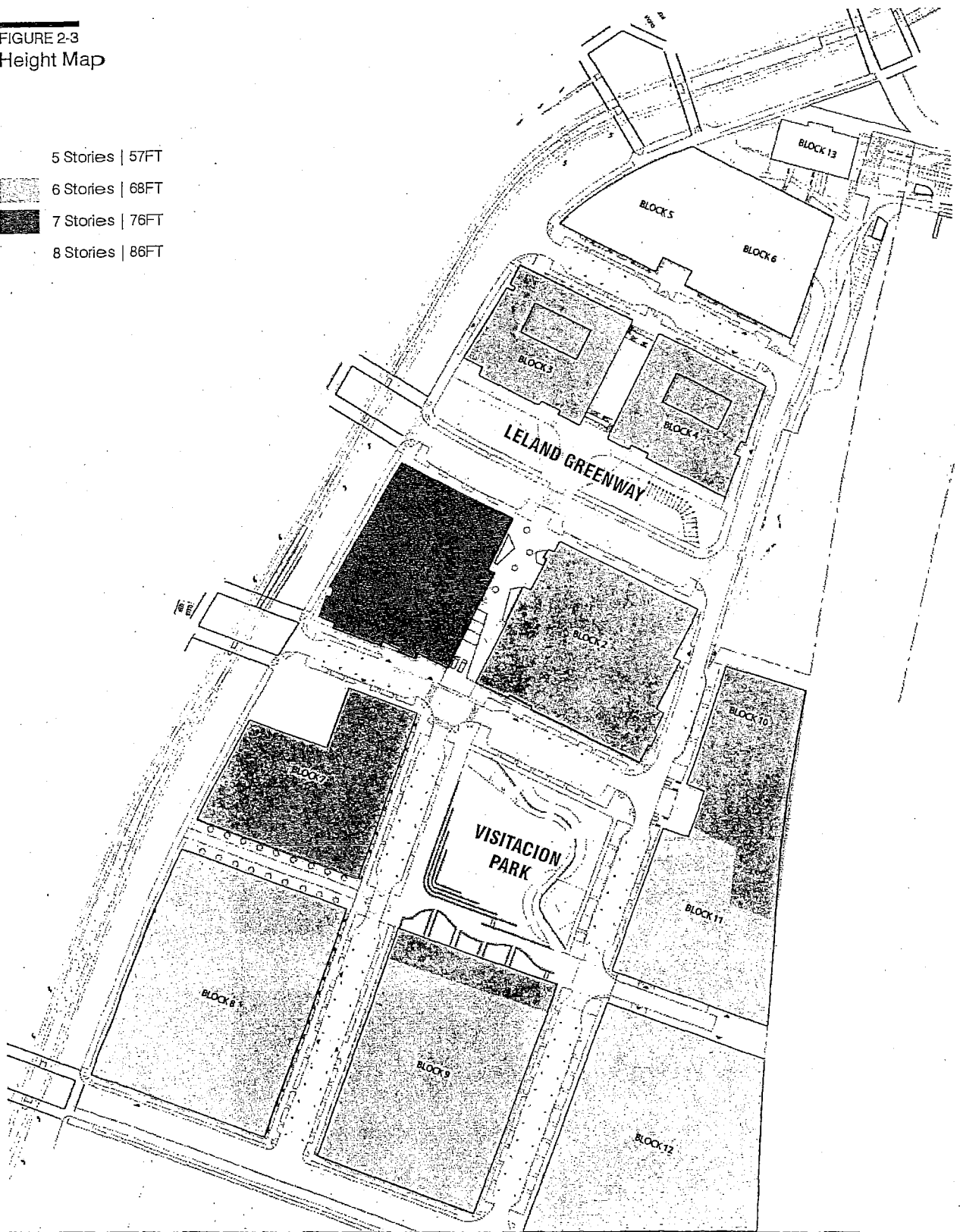


FIGURE 2-3  
Height Map

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





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#### 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.

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#### 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

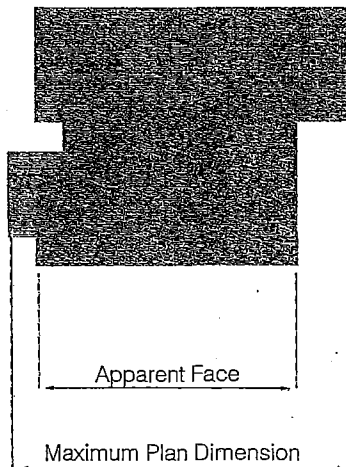
The Plan removes density control limits on a building, parcel or block basis. Rather, building density will be controlled by building mass and building height and other development controls and design guidelines described in this document. The maximum dwelling unit count for the Schlage Site will be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

#### Massing

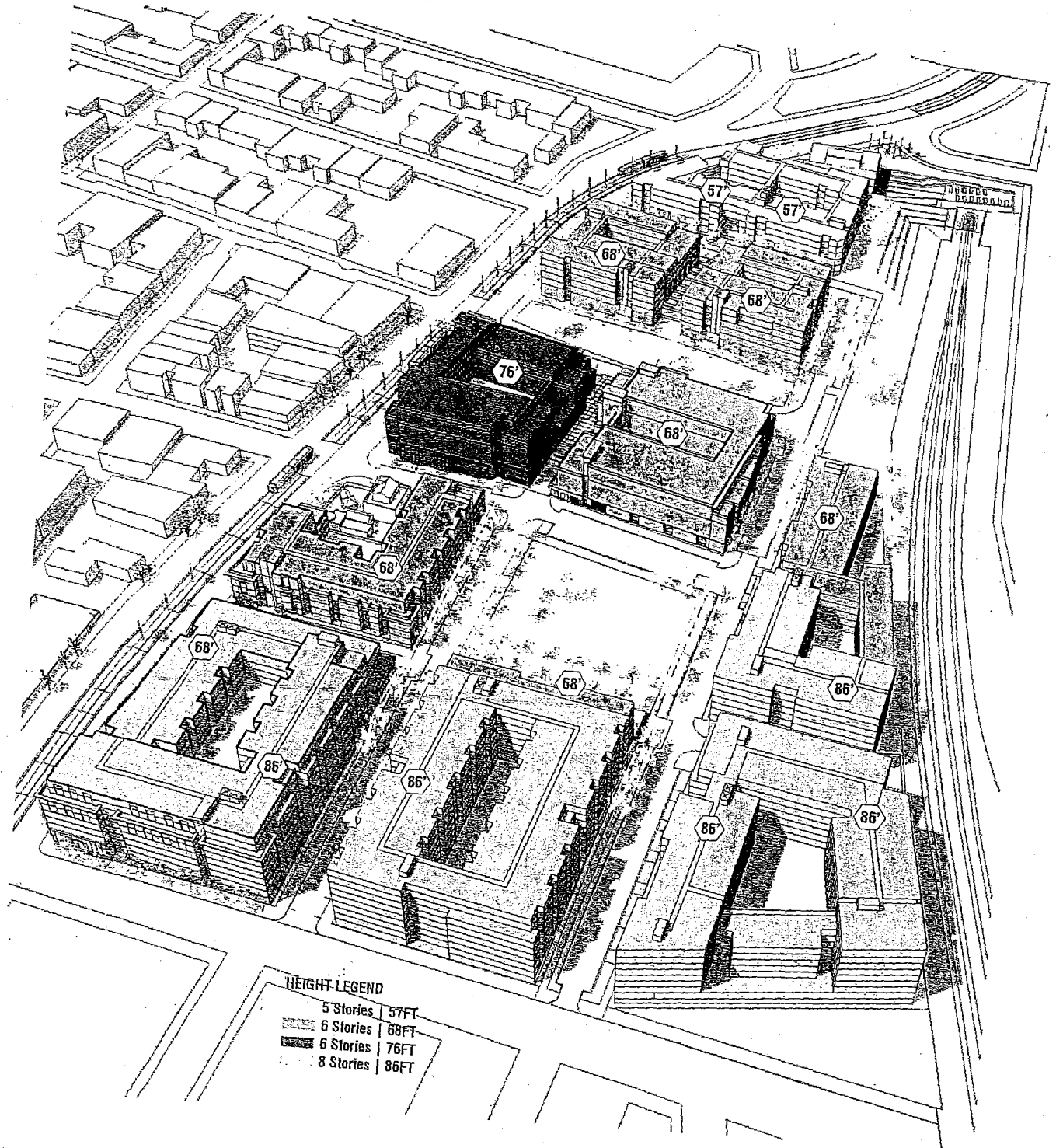
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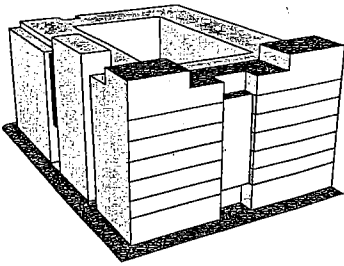
#### DEVELOPMENT CONTROLS

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.



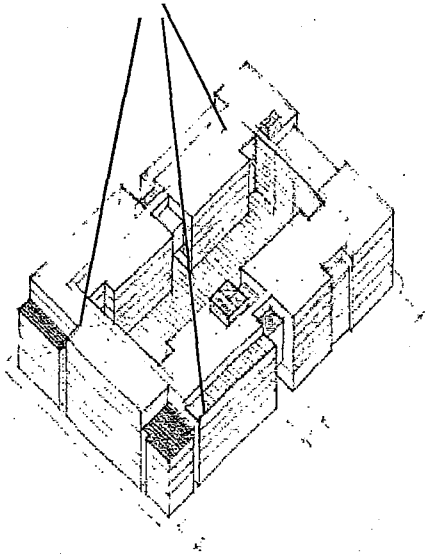
Massing breaks, varied rooflines and upper floor setbacks in a concept drawing for buildings along Bayshore Boulevard

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

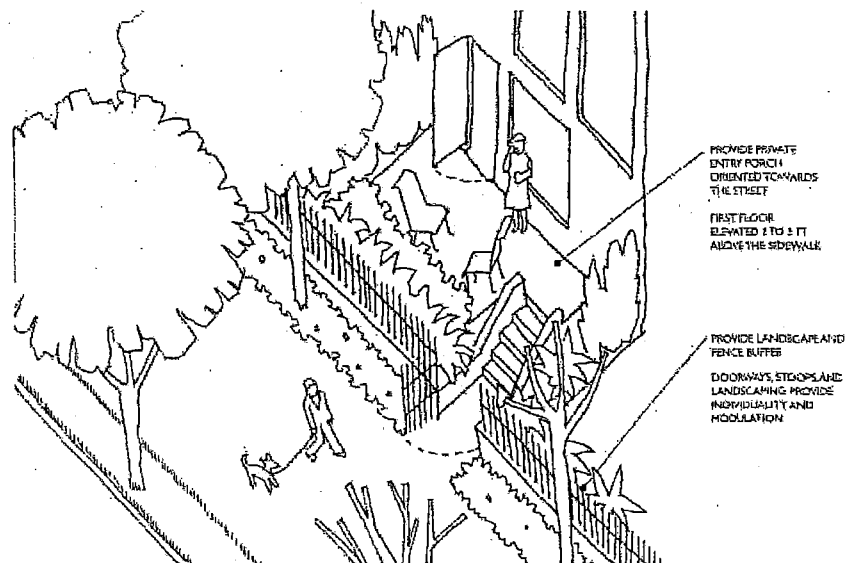
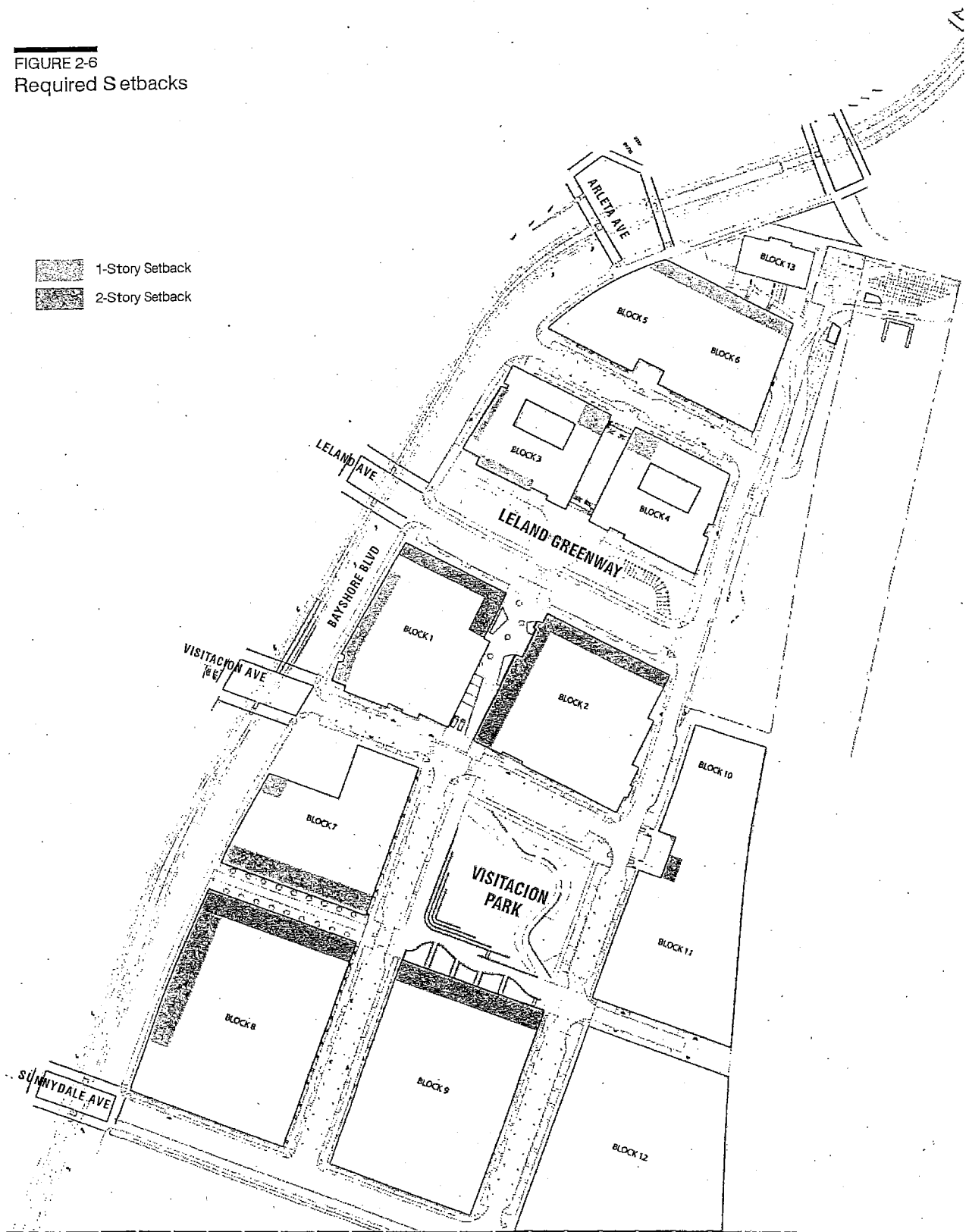
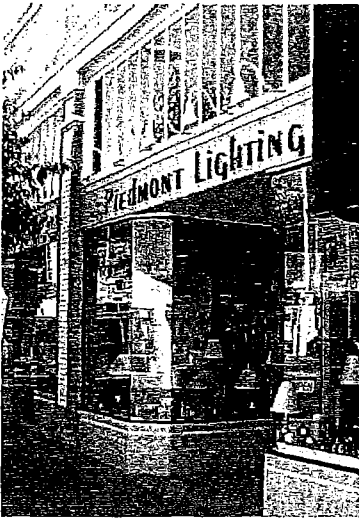


FIGURE 2-6  
Required Setbacks





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.

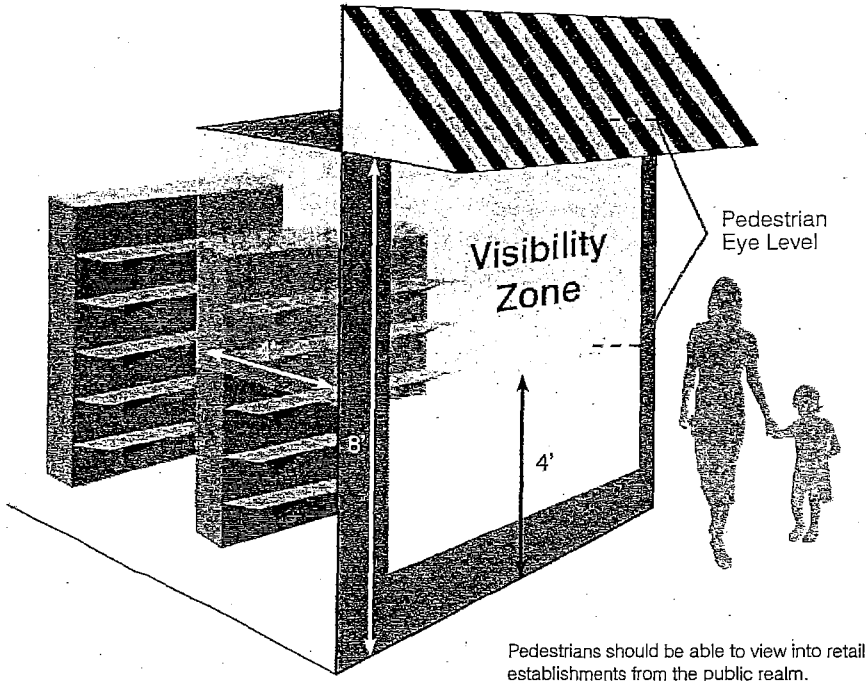
## Retail Entrances

### DEVELOPMENT CONTROLS

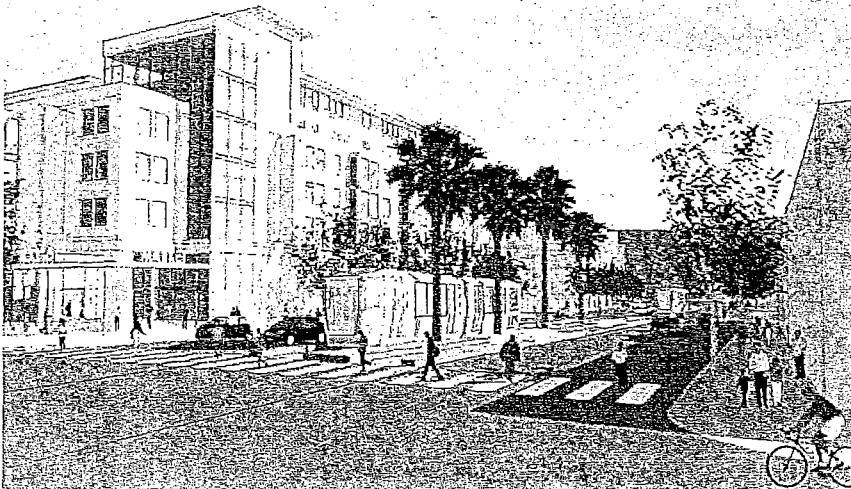
1. Main entrances to retail buildings shall be located on Leland Avenue and Bayshore Boulevard (See Required Frontages Map, Fig 2-2). All retail and flex uses within the Schlage Lock site fronting Leland Avenue or Bayshore Boulevard must have at least one primary entrance and at least one entrance per 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.



Ground floor, Individual-entry residential units.



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

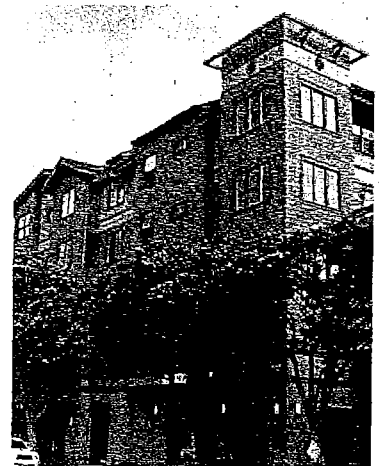
1. A minimum of sixty (60) square feet of usable open space per residential unit shall be required if provided as private usable open space; or a minimum of fifty (50) square feet of usable open space per residential unit if provided as common usable open space that is completed at the same time as the 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.



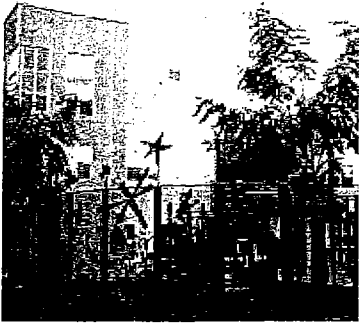
The bay windows of these units are integrated into the building's cornice line.



A pyramid roof creates an accent of interest.



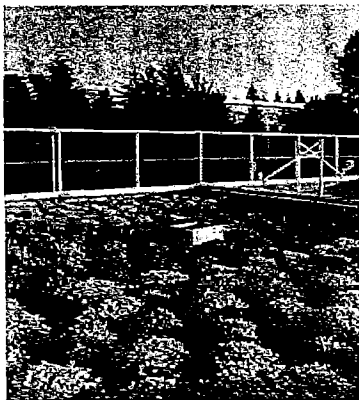
Deliberate, but diverse roof lines can create visual interest.



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 if 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))

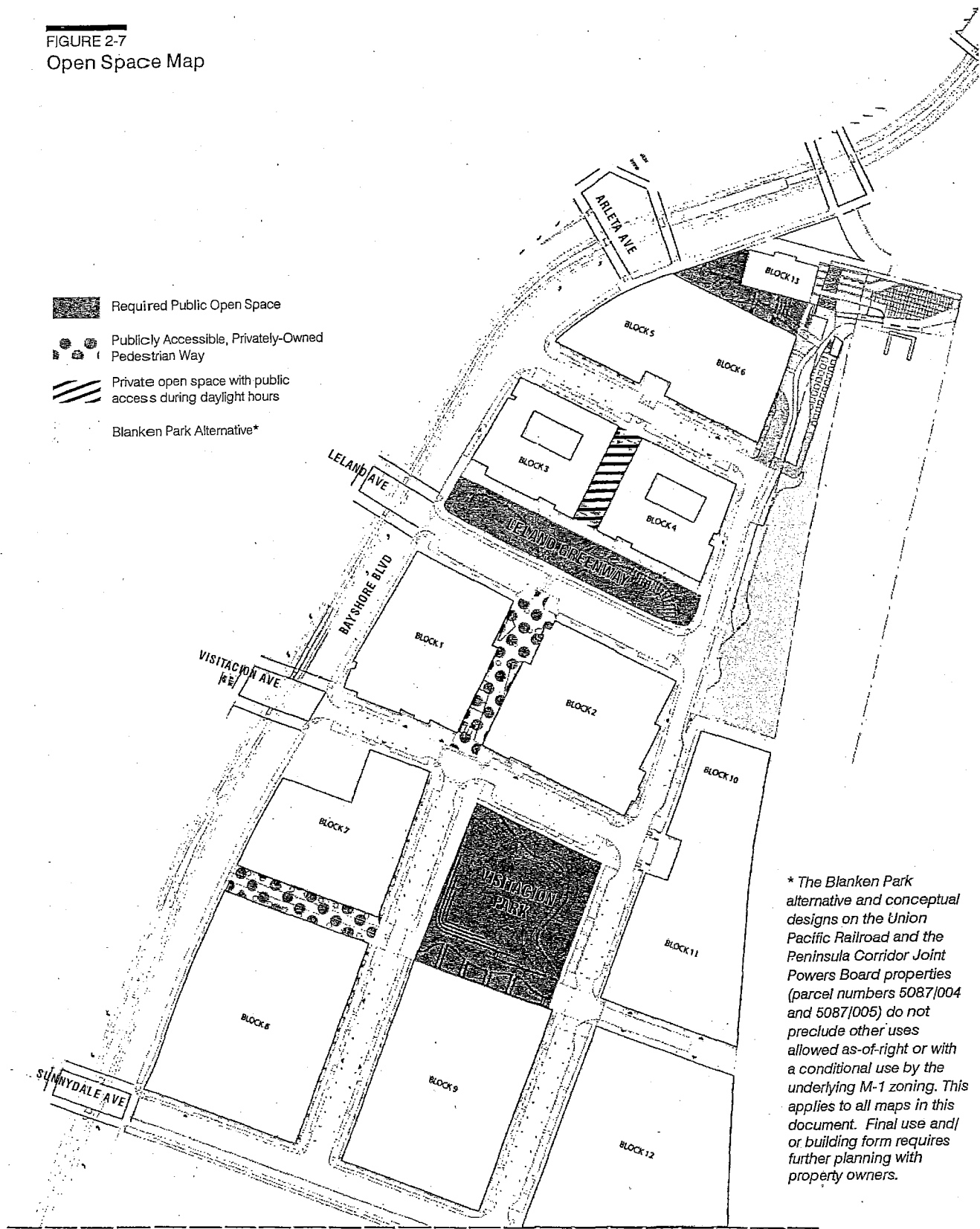
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#### DESIGN GUIDELINES

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

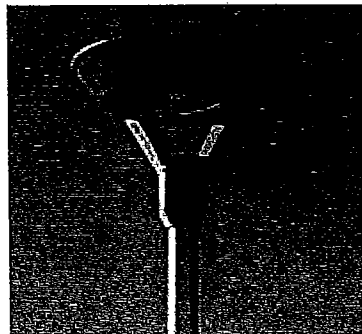
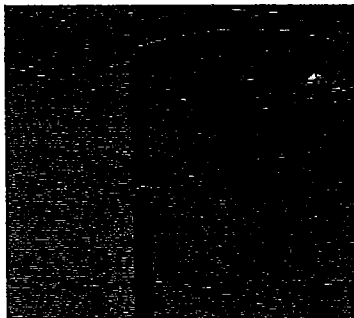
-  Required Public Open Space
-  Publicly Accessible, Privately-Owned Pedestrian Way
-  Private open space with public access during daylight hours
-  Blanken Park Alternative\*



\* 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.

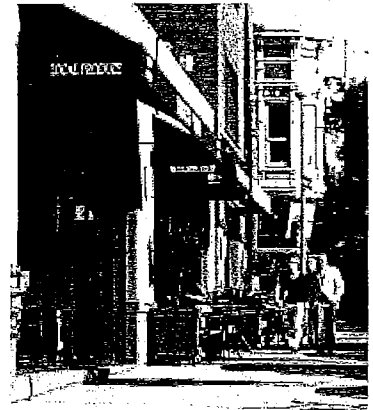
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### DEVELOPMENT CONTROLS

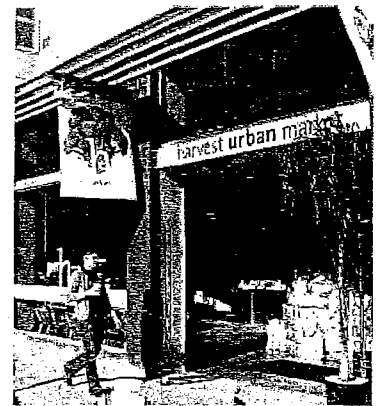
1. Freestanding commercial signs and roof signs are not permitted.
2. Signage shall be affixed to buildings and incorporated into building design.

### 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 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.



Awnings can provide appropriate location for signage



Signage should be orientated to pedestrians

## 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.

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### 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



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.

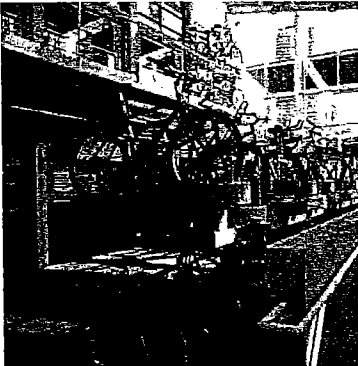
2. Incorporate sound insulation and windows to ensure acceptable levels of noise to building interiors in residential units along the site's eastern property line.
3. Enhance the eastern edge of the Schlage Lock site. Methods may include:
  - Broad-leaf evergreen plantings;
  - Masonry, green or living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



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

| 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                                                 |

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

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#### 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

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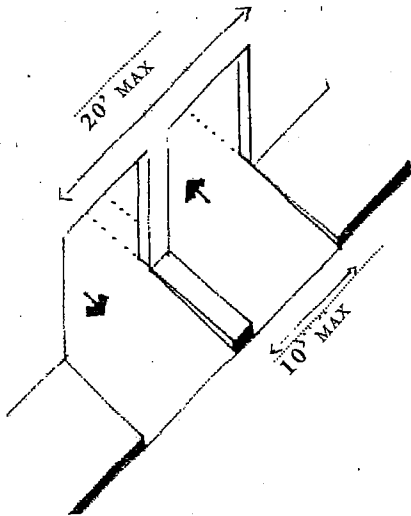
#### DEVELOPMENT CONTROLS

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.

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#### 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.

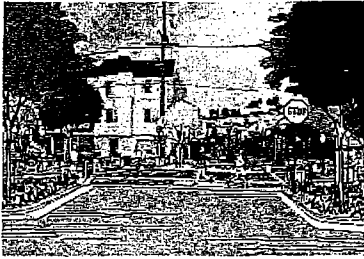
It should be noted that regional improvements studied by the required transportation study will not be implemented solely by the project sponsor, or by the City and County of San Francisco. Regional transit improvements will therefore be addressed through a separate process, the Bi-County Transportation 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**

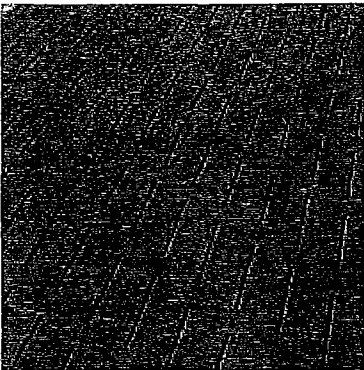
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#### **DEVELOPMENT CONTROLS**

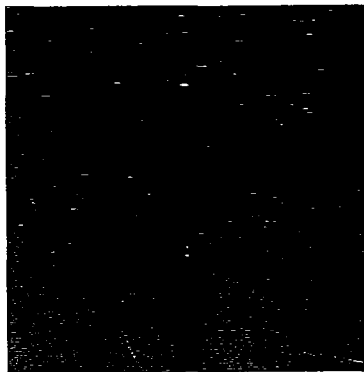
1. Streets shall be provided at locations specified in Figure 2-7. All required streets must be through-streets. Cul-de-sacs are not permitted. Private drives or parking entries may not be substituted for required streets.
2. Pathways shall be provided at locations as specified in Figure 2-7, in order 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.



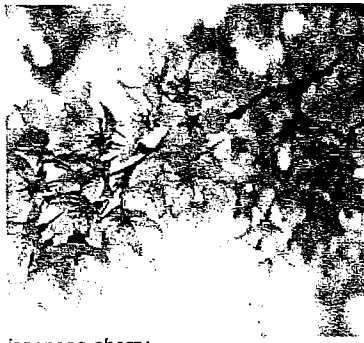
A landscaped overlook at a street terminus.



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.

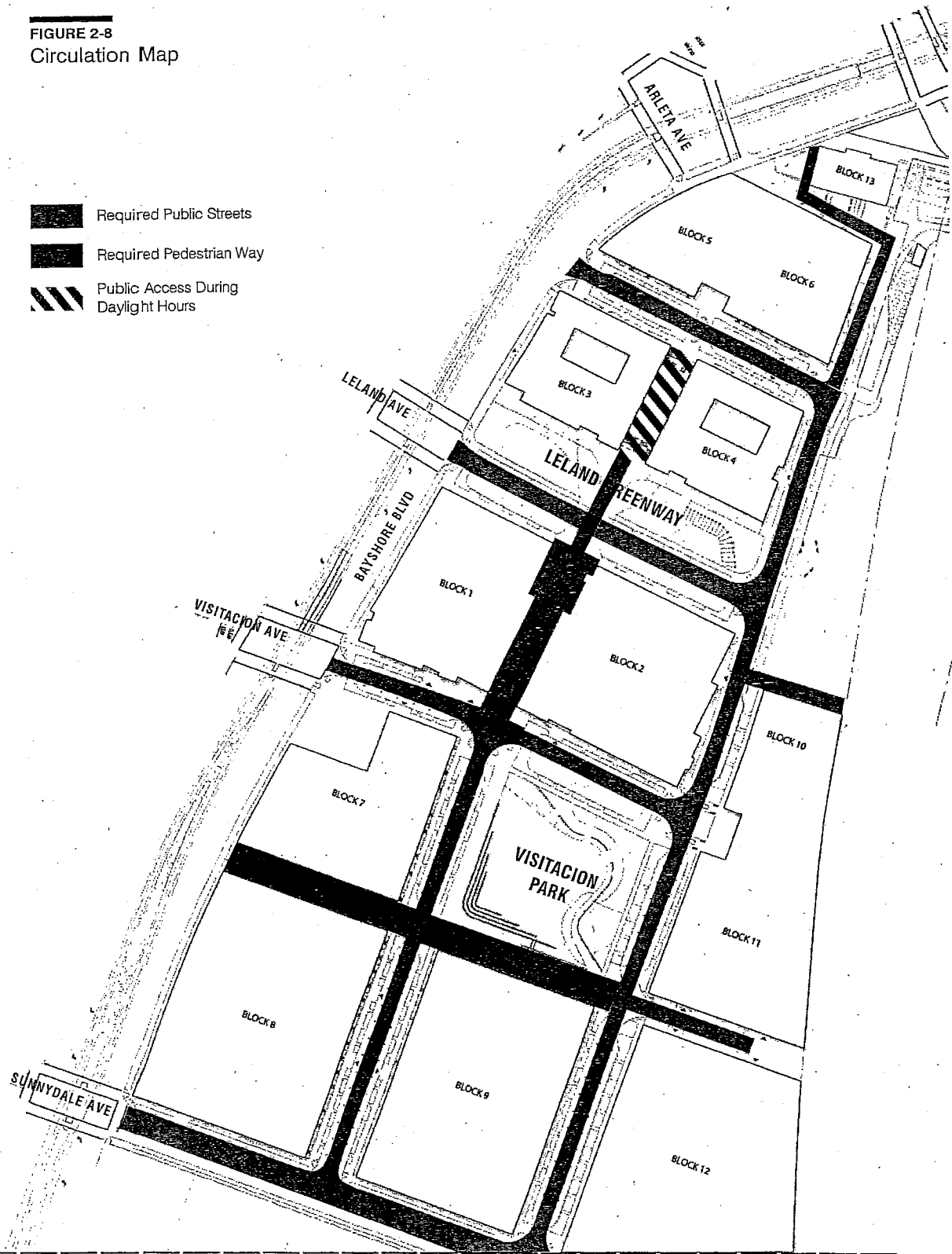
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### DEVELOPMENT CONTROLS

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.

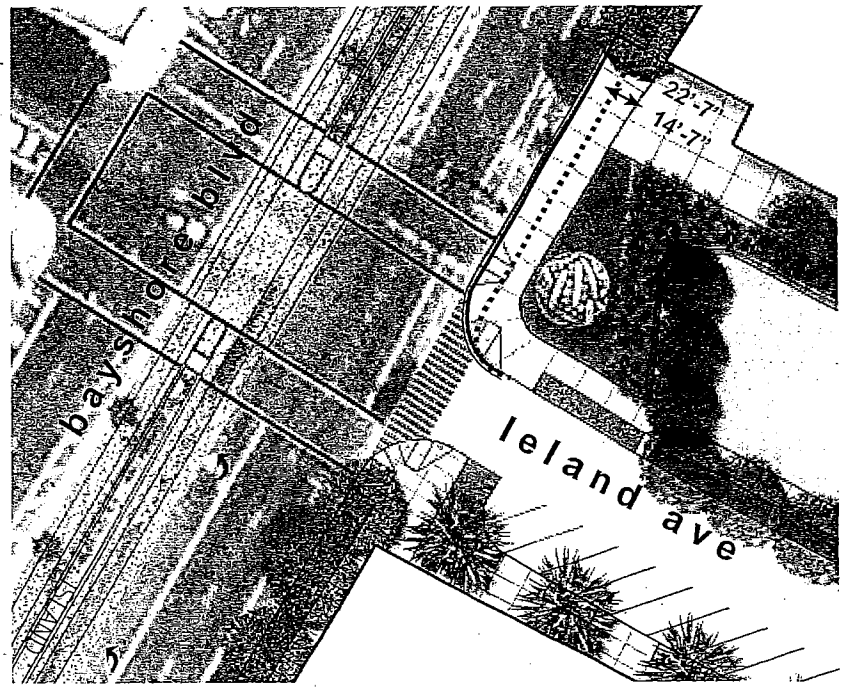
FIGURE 2-8  
Circulation Map

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



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

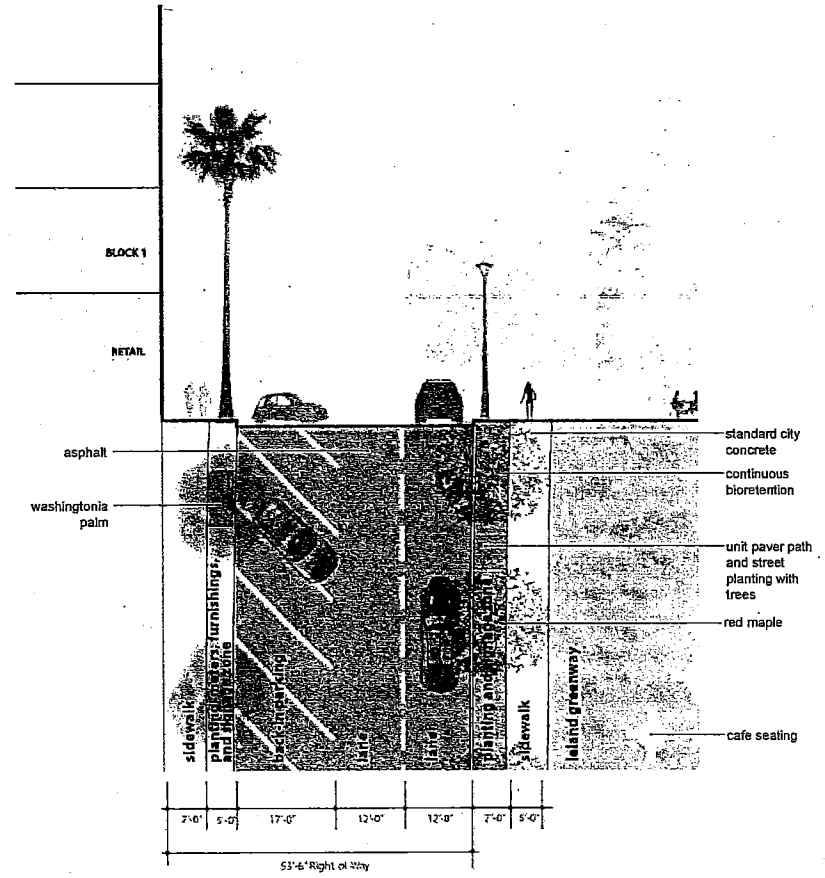
- ==== new curbline
- ..... existing curbline



**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

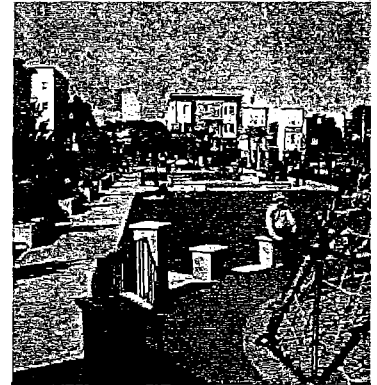


## PART II: Development Controls and Design Guidelines

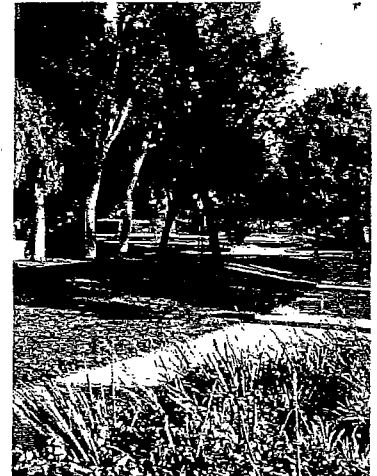
8. Special streetlights shall be installed along the Leland Avenue extension at the Schlage Lock site matching the streetlights installed on Leland Avenue west of Bayshore Boulevard.
9. All utilities on new streets shall be located underground.
10. Utility boxes, backflow devices, and other mechanical 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

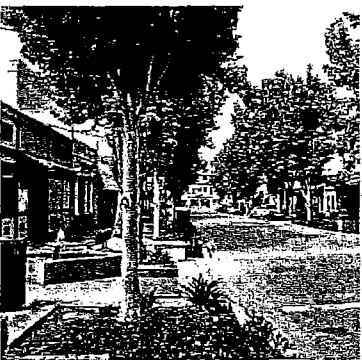


An example of a public pathway





Secondary streets should include pedestrian oriented amenities



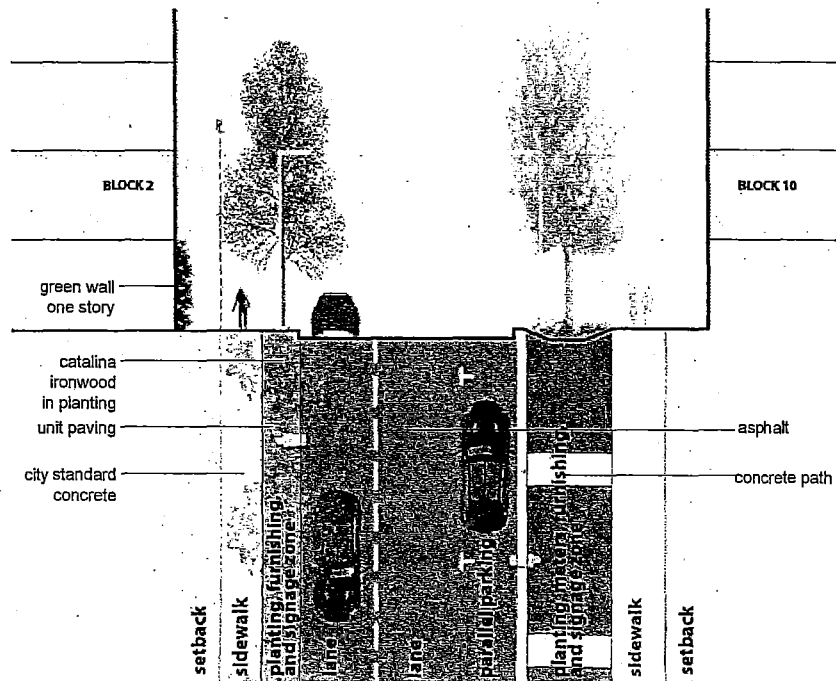
Streets in the new development include quality landscaping and streetscaping

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



## PART II: Development Controls and Design Guidelines

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.

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### 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.

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### 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

## 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 facades 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                                                              | 2012                                     |
| <b>(1304C.1) New Group R Occupancy Buildings</b>                                             |                                                 |                                                                                                |                                                                             |                                                                                                       |                                                                   |                                          |
| Small Residential:<br>4 or fewer units<br>(1304C.1.1)                                        | Rating Requirement<br>(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<br>(1304C.0.3)            | Meet "SFPUC Stormwater Design Guidelines", if applicable                                       |                                                                             |                                                                                                       |                                                                   |                                          |
| Midsize Residential:<br>5+ units and < 75' height to highest occupied floor<br>(1304C.1.2)   | Rating Requirement<br>(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<br>(1304C.0.3)            | Comply with "SFPUC Stormwater Design Guidelines".<br>As Applicable: LEED NC SS 6.2 and SS 6.1. |                                                                             |                                                                                                       |                                                                   |                                          |
| High-Rise Residential:<br>5+ units and ≥ 75' height to highest occupied floor<br>(1304C.1.3) | Rating Requirement<br>(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<br>(1304C.1.3.2)    | Min. of 50% reduction in use of potable water for landscaping<br>(LEED credit WE1.1)           |                                                                             |                                                                                                       |                                                                   |                                          |
|                                                                                              | Water Use Reduction<br>(1304C.1.3.3)            | Min. of 20% reduction of potable water use<br>(LEED credit WE3.1)                              |                                                                             |                                                                                                       | Min. of 30% reduction in potable water use<br>(LEED credit WE3.2) |                                          |
|                                                                                              | Stormwater Management<br>(1304C.0.3)            | Comply with "SFPUC Stormwater Design Guidelines".<br>As Applicable: LEED NC SS 6.2 and SS 6.1. |                                                                             |                                                                                                       |                                                                   |                                          |
|                                                                                              | Construction Debris Management<br>(1304C.1.3.4) | Divert at least 75% of construction debris<br>(LEED credit MR 2.2)                             |                                                                             |                                                                                                       |                                                                   |                                          |

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**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                                                              | 2012                                     |
| <b>1304C.1: New Group R Occupancy Buildings</b>                                              |                                                 |                                                                                                |                                                                             |                                                                                                       |                                                                   |                                          |
| Small Residential:<br>4 or fewer units<br>(1304C.1.1)                                        | Rating Requirement<br>(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<br>(1304C.0.3)            | Meet "SFPUC Stormwater Design Guidelines", if applicable                                       |                                                                             |                                                                                                       |                                                                   |                                          |
| Midsize Residential:<br>5+ units and < 75' height to highest occupied floor<br>(1304C.1.2)   | Rating Requirement<br>(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<br>(1304C.0.3)            | Comply with "SFPUC Stormwater Design Guidelines".<br>As Applicable: LEED NC SS 6.2 and SS 6.1. |                                                                             |                                                                                                       |                                                                   |                                          |
| High-Rise Residential:<br>5+ units and ≥ 75' height to highest occupied floor<br>(1304C.1.3) | Rating Requirement<br>(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<br>(1304C.1.3.2)    | Min. of 50% reduction in use of potable water for landscaping<br>(LEED credit WE1.1)           |                                                                             |                                                                                                       |                                                                   |                                          |
|                                                                                              | Water Use Reduction<br>(1304C.1.3.3)            | Min. of 20% reduction of potable water use<br>(LEED credit WE3.1)                              |                                                                             |                                                                                                       | Min. of 30% reduction in potable water use<br>(LEED credit WE3.2) |                                          |
|                                                                                              | Stormwater Management<br>(1304C.0.3)            | Comply with "SFPUC Stormwater Design Guidelines".<br>As Applicable: LEED NC SS 6.2 and SS 6.1. |                                                                             |                                                                                                       |                                                                   |                                          |
|                                                                                              | Construction Debris Management<br>(1304C.1.3.4) | Divert at least 75% of construction debris<br>(LEED credit MR 2.2)                             |                                                                             |                                                                                                       |                                                                   |                                          |

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# 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 | <b>23</b> | <b>Smart Location &amp; Linkage</b> | <b>30 Points Possible</b> |
|---------------|-----------|-------------------------------------|---------------------------|

|     |           |                                                         |          |
|-----|-----------|---------------------------------------------------------|----------|
| Yes | Prereq 1  | <b>Smart Location</b>                                   | Required |
|     |           | Option #: 2 and/or #3                                   |          |
| Yes | Prereq 2  | <b>Proximity to Water and Wastewater Infrastructure</b> | Required |
|     |           | Option #: 1                                             |          |
| Yes | Prereq 3  | <b>Imperiled Species and Ecological Communities</b>     | Required |
|     |           | Option #: 2                                             |          |
| Yes | Prereq 4  | <b>Wetland and Water Body Conservation</b>              | Required |
|     |           | Option #: 1                                             |          |
| Yes | Prereq 5  | <b>Farmland Conservation</b>                            | Required |
|     |           | Option #: 1                                             |          |
| Yes | Prereq 6  | <b>Floodplain Avoidance</b>                             | Required |
|     |           | Option #: 1                                             |          |
| 2   | Credit 1  | <b>Brownfield Redevelopment</b>                         | 2        |
|     | Credit 2  | <b>High Priority Brownfields Redevelopment</b>          | 1        |
| 10  | Credit 3  | <b>Preferred Location</b>                               | 10       |
| 7   | Credit 4  | <b>Reduced Automobile Dependence</b>                    | 8        |
|     | Credit 5  | <b>Bicycle Network</b>                                  | 1        |
| 3   | Credit 6  | <b>Housing and Jobs Proximity</b>                       | 3        |
| 1   | Credit 7  | <b>School Proximity</b>                                 | 1        |
|     | Credit 8  | <b>Steep Slope Protection</b>                           | 1        |
|     | Credit 9  | <b>Site Design for Habitat or Wetlands Conservation</b> | 1        |
|     | Credit 10 | <b>Restoration of Habitat or Wetlands</b>               | 1        |
|     | Credit 11 | <b>Conservation Management of Habitat or Wetlands</b>   | 1        |

|               |           |                                          |                           |
|---------------|-----------|------------------------------------------|---------------------------|
| Points Earned | <b>29</b> | <b>Neighborhood Pattern &amp; Design</b> | <b>39 Points Possible</b> |
|---------------|-----------|------------------------------------------|---------------------------|

|     |           |                                           |          |
|-----|-----------|-------------------------------------------|----------|
| Yes | Prereq 1  | <b>Open Community</b>                     | Required |
| Yes | Prereq 2  | <b>Compact Development</b>                | Required |
| 5   | Credit 1  | <b>Compact Development</b>                | 7        |
| 4   | Credit 2  | <b>Diversity of Uses</b>                  | 4        |
| 3   | Credit 3  | <b>Diversity of Housing Types</b>         | 3        |
|     | Credit 4  | <b>Affordable Rental Housing</b>          | 2        |
| 2   | Credit 5  | <b>Affordable For-Sale Housing</b>        | 2        |
| 2   | Credit 6  | <b>Reduced Parking Footprint</b>          | 2        |
| 8   | Credit 7  | <b>Walkable Streets</b>                   | 8        |
| 2   | Credit 8  | <b>Street Network</b>                     | 2        |
|     | Credit 9  | <b>Transit Facilities</b>                 | 1        |
|     | Credit 10 | <b>Transportation Demand Management</b>   | 2        |
| 1   | Credit 11 | <b>Access to Surrounding Vicinity</b>     | 1        |
| 1   | Credit 12 | <b>Access to Public Spaces</b>            | 1        |
| 1   | Credit 13 | <b>Access to Active Public Spaces</b>     | 1        |
|     | Credit 14 | <b>Universal Accessibility</b>            | 1        |
|     | Credit 15 | <b>Community Outreach and Involvement</b> | 1        |
|     | Credit 16 | <b>Local Food Production</b>              | 1        |

|          |                                            |                           |
|----------|--------------------------------------------|---------------------------|
| <b>5</b> | <b>Green Construction &amp; Technology</b> | <b>31 Points Possible</b> |
|----------|--------------------------------------------|---------------------------|

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

|          |                                        |                 |
|----------|----------------------------------------|-----------------|
| <b>1</b> | <b>Innovation &amp; Design Process</b> | <b>6 Points</b> |
|----------|----------------------------------------|-----------------|

|          |            |                                              |   |
|----------|------------|----------------------------------------------|---|
|          | 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 |
| <b>1</b> | Credit 2   | <b>LEED® Accredited Professional</b>         | 1 |

|           |                                                     |                   |
|-----------|-----------------------------------------------------|-------------------|
| <b>58</b> | <b>Project Totals (pre-certification estimates)</b> | <b>106 Points</b> |
|-----------|-----------------------------------------------------|-------------------|

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

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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

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Michelle LaFlue  
Paul McLaughlin  
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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  
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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





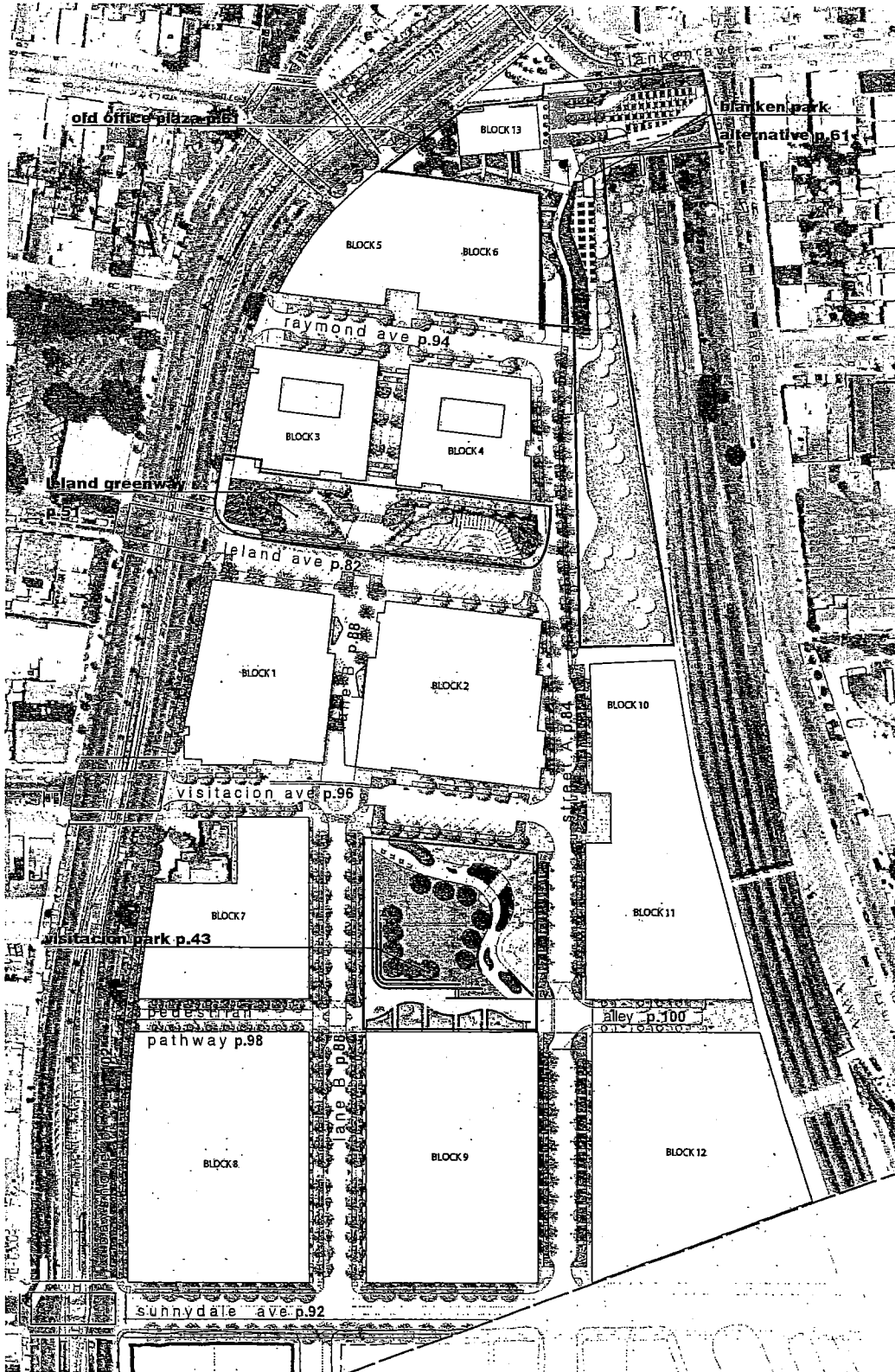


Visitacion Valley Schlage Lock  
open space and streetscape  
master plan

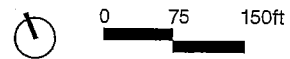


Prepared For: Visitacion Development LLC | Prepared By: GCS | AECOM | BKF

figure 1: plan overview



For more detail about each element of the plan, please go to the corresponding page number.



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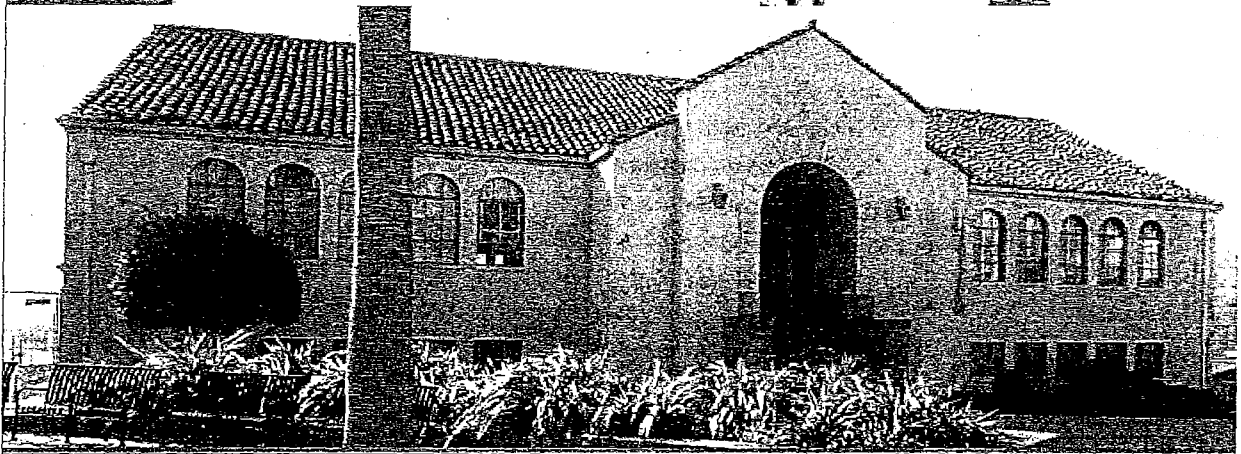
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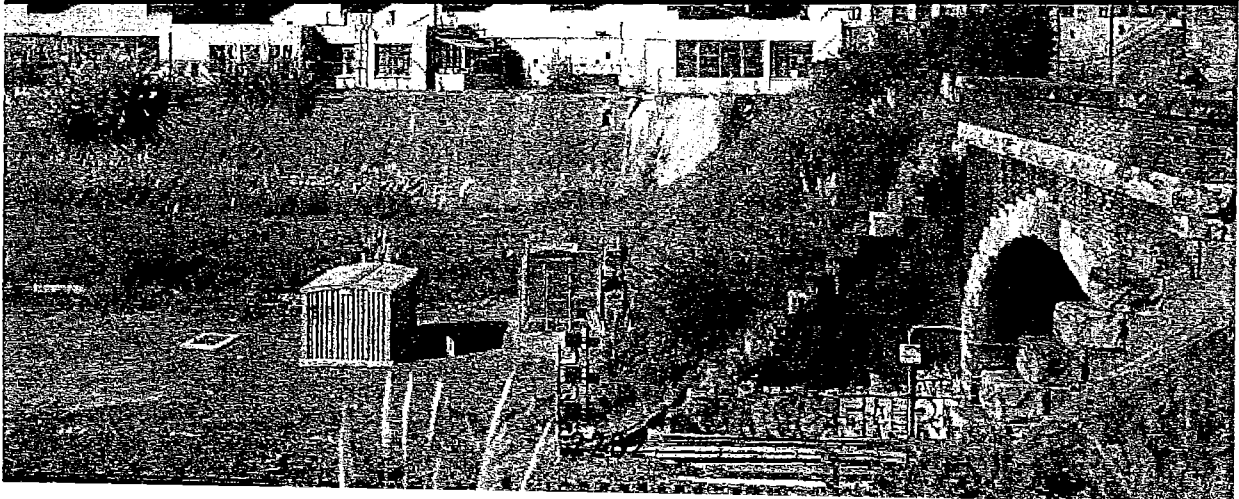
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introduction





## section 1

# introduction

## background

The planning process for the Schlage Lock site has been under way since the closure of the factory in 1999. When a proposal for a Home Depot (2000) was met with community opposition, a collaborative planning process between the community and the City of San Francisco was launched to revitalize Visitacion Valley. With the Redevelopment Agency, the process examined how to reuse the Schlage Lock site and adjacent parcels in a way that benefits the existing neighborhood. The planning effort culminated in 2009 with the adoption of the Design for Development document (D4D). When the California Redevelopment agencies were eliminated in 2012, the City of San Francisco reinitiated the process to transform the site. This resulted in replacing the Redevelopment Plan with amendments to the 2009 D4D document, a new Special Use District and new implementation documents, including this one. This Open Space and Streetscape Master Plan provides schematic designs for the Schlage Lock site, or Zone 1 of the former redevelopment area.

## purpose of document

The purpose of this document is to:

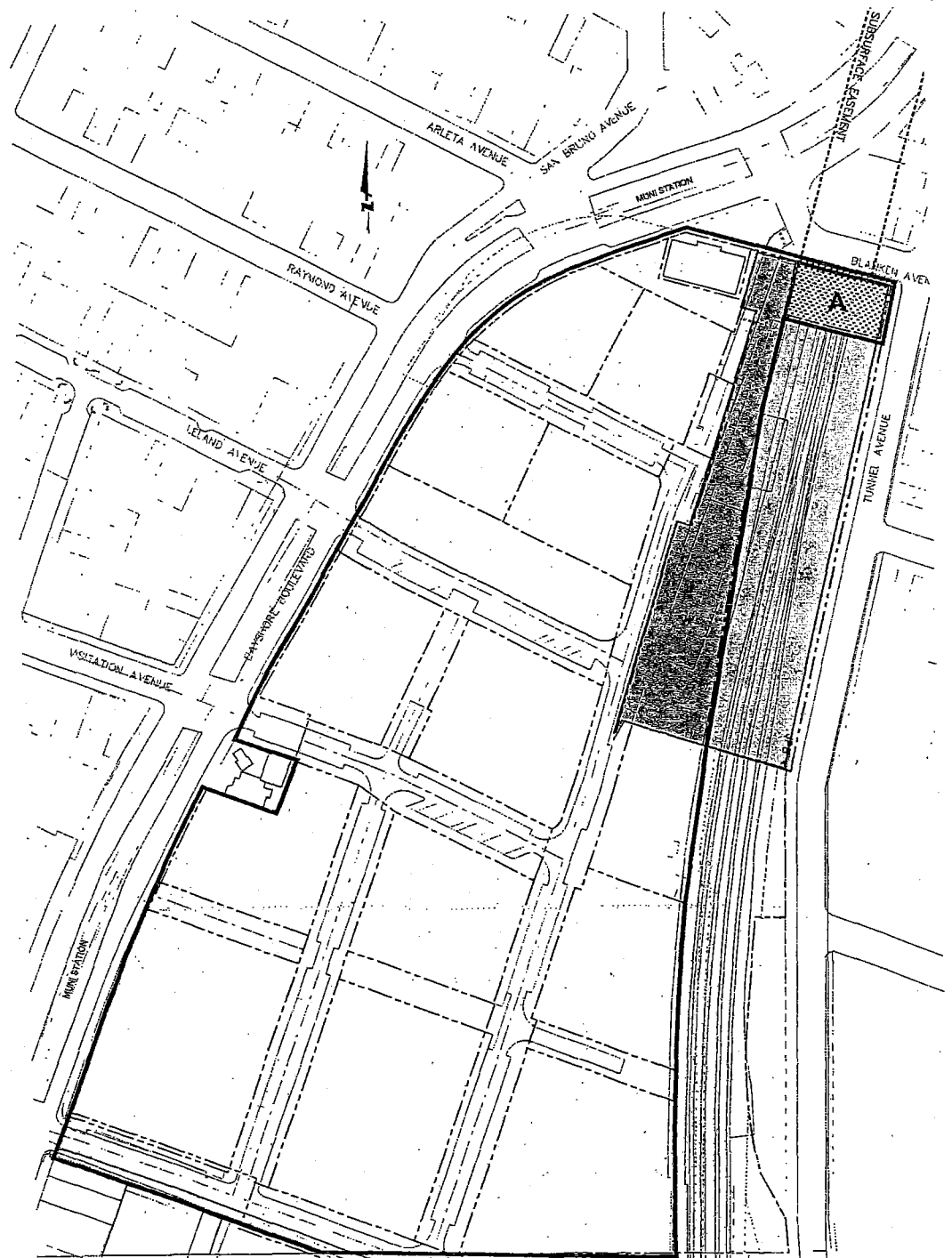
- establish schematic designs for the new parks and open space in the Open Space and Streetscape Master Plan (Plan Area), and
- establish the designs of new streets throughout Plan Area.



figure 2 | open house



figure 3: property ownership



- JPB Parcel APN 5087-005
- 'Visitation Development LLC' Ownership
- JPB Owned Area within Plan Area (10,059 sq.ft.)
- UPRR Parcel APN 5087-004 (38,257 sq.ft.)
- JPB Easement
- Plan Area
- JPB Subsurface Easement

Note: Exact division between JPB and UPRR parcel is not currently available.

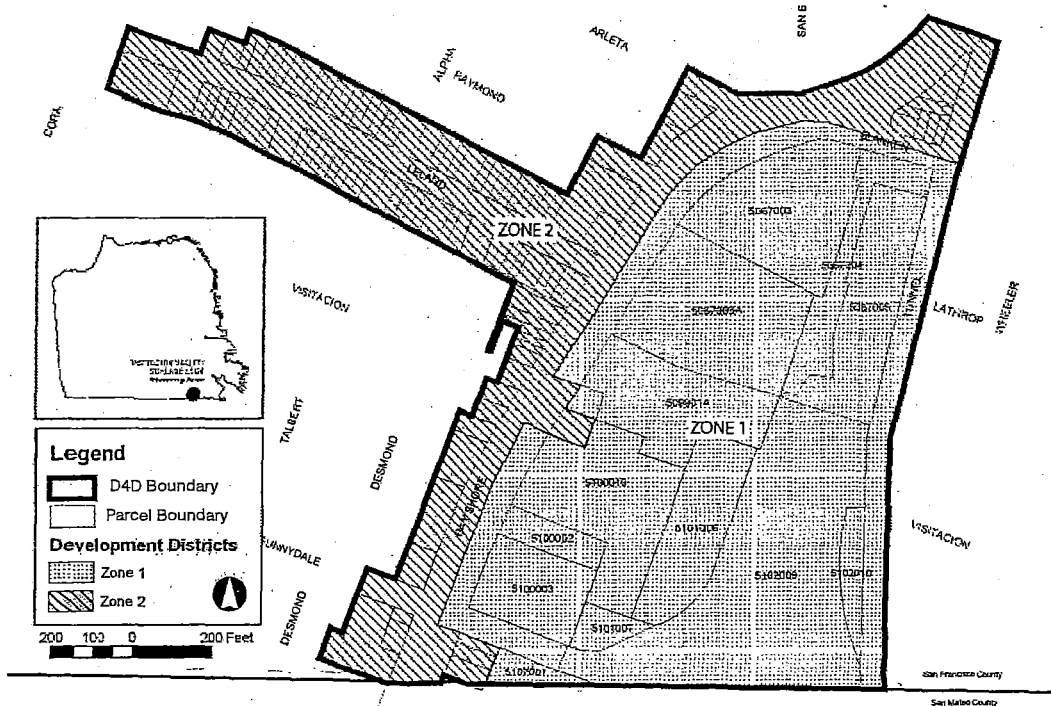


figure 4|D4D boundary

## plan area description

The Open Space and Streetscape Master Plan (Plan Area) is located in the Visitacion Valley neighborhood, at the southern edge of San Francisco, and constitutes most of "Zone 1" of the broader D4D area, as shown in Figure 4. The 20 acre Zone 1 area is bounded by Bayshore Boulevard, Blanken Avenue, the Caltrain tracks, and the San Francisco/Brisbane municipal boundary. Most of the Plan Area is comprised of the Schlage Lock site, the 20 acre development site that formerly housed a vacant factory and rail yard. Visitacion Development LLC (Developer), via Universal Paragon Corporation (UPC), now owns and proposes to develop the Schlage Lock site.

## site ownership

Two smaller parcels, owned by the Peninsula Corridor Joint Powers Board (JPB/Caltrain), and one parcel owned by Union Pacific Railroad (UPRR) are included in the Plan Area, as shown in Figure 3. This plan assumes that the UPRR parcel and the JPB parcel are not part of the proposed Schlage Lock Development Project but may be developed for open space purposes in the future as a separate project. The large JPB Parcel (#5087-005), as shown in Figure 3, will remain an active Caltrain Railroad corridor and in JPB ownership. The Blanken Park alternative concept depicted in this document does not preclude other uses allowed, as-of-right or with a conditional use, by the underlying M-1 zoning on parcels 5087/004 and 5087/005 owned by UPRR or the JPB, respectively. Changes in height, zoning or use on all maps in this document depict only one of several conceptual alternatives and are subject to further planning with the property owners. Two small right-of-way areas in Visitacion Avenue and Sunnysdale Avenue are owned by the City of San Francisco.

## community planning process and design goals

The design process for the Open Space and Streetscape Master Plan included extensive public outreach and input. Three public workshops in 2010 were held and monthly discussions on the evolving design concepts were held at the Visitation Valley Citizens Advisory Committee (CAC) meetings. In 2012 and 2013, three community workshops and additional advisory body meetings were held to update the site plan, street layout and park design.

Five design goals for the Open Space and Streetscape Master Plan were distilled from broader goals drafted during the D4D process. The community was asked to use these goals as evaluation criteria when commenting on design proposals. These design goals were:

1. Promote walking, transit use, and cycling by developing a **network of connected public spaces** to the different parts of Visitation Valley.
2. Enhance livability through **active public space programming and amenities** that serve the diverse needs of existing and future residents and businesses.
3. Support human and ecological health by incorporating **sustainable design**.
4. Build on existing neighborhood character, resources, and history to reinforce a **strong sense of place**, establishing a gateway to the greater neighborhood and the City.
5. Promote **safety and security** through design.



figure 5 | workshop 2 evaluation exercise

## key site issues

Several key issues are critical to the design of open space and streetscapes in the Plan Area as illustrated in Figure 6 and discussed below.

**Wind:** Visitacion Valley can receive some strong winds, predominantly from the west and strongest during late afternoon. Winds are strong enough to damage susceptible trees and planting, and can make outdoor gathering uncomfortable, particularly along the east/west streets. At the Leland Greenway, plantings that serve as windrow and short retaining walls provide shelter from the wind. Whimsical sculptural elements that are designed to incorporate wind motion are encouraged for placement in the parks and in the streetscape.

**Noise:** Noise from Bayshore Boulevard and from the Caltrain tracks is also a concern. Noise mitigation for within the buildings will be addressed when each individual building is being designed. For the open space, the buildings themselves, as well as the addition of trees and other vegetation will help mitigate noise. The Visitacion Park in particular benefits from its more internal location within the site. In Blanken Park, the noise from the trains can be celebrated as part of the experience from the viewing area, while overlooking the trains as they come and go through the tunnel below.

**Views:** Due to the topography in Visitacion Valley and in the Plan Area, views are also an important feature to consider. As the Plan Area lies below the peak ridge of the valley, some parts of the Plan Area, particularly the buildings, will be visible from above. With the grade change in the Plan Area, there are some great view opportunities from the Blanken Park area, toward the far

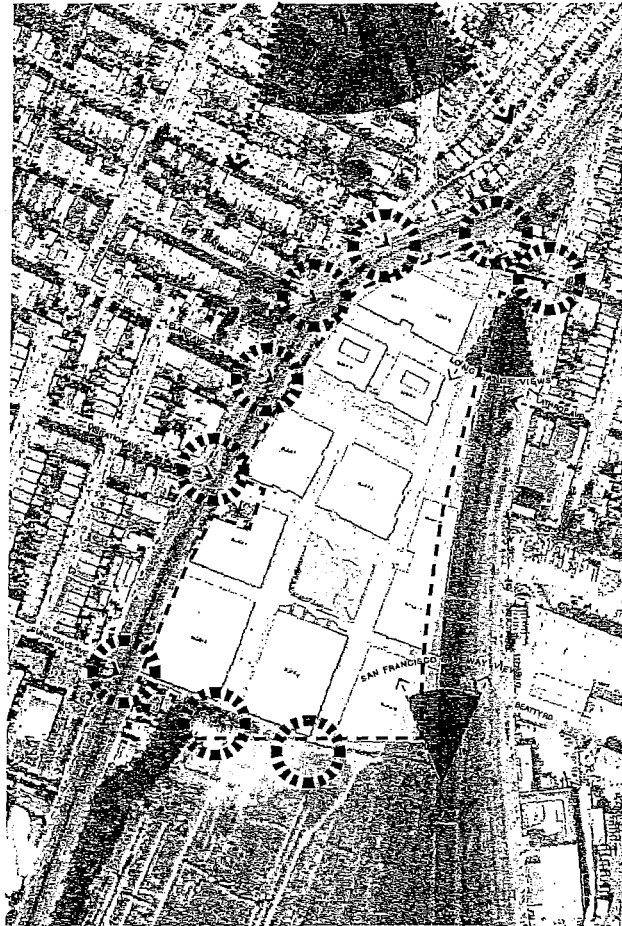
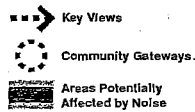
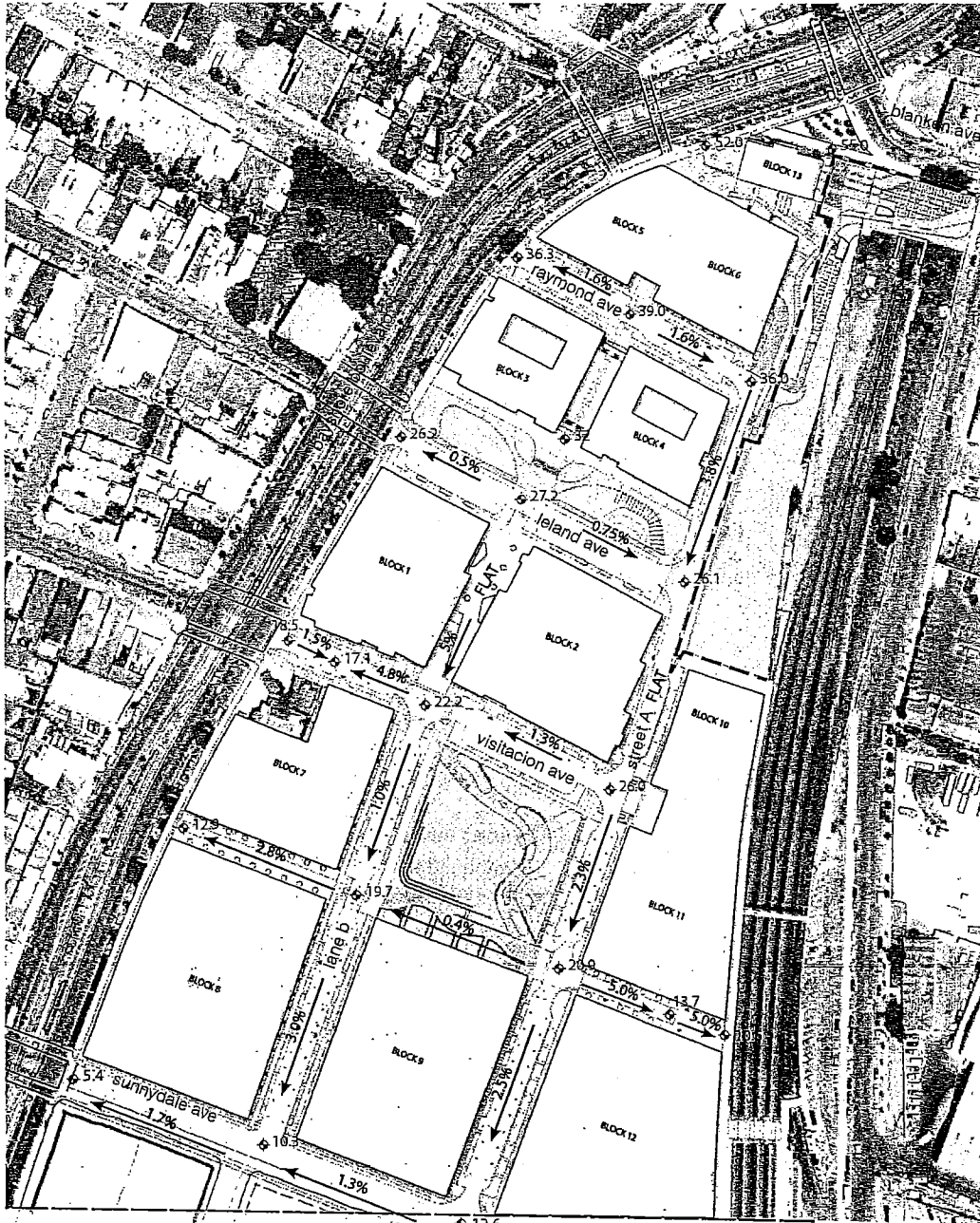


figure 6 | site design influences

south beyond the Plan Area into the Brisbane Baylands and out to San Francisco Bay. Views of Blanken Park and the eastern edge of the development are also important to consider as a gateway element for Caltrain as it enters San Francisco. Other view corridors to and from the Plan Area as shown in Figure 6, are also important considerations. While there might not be physical connections, the view extensions across the tracks from Visitacion Avenue, Leland Avenue, Raymond Avenue, and Sunnydale Avenue are important visual connections between Little Hollywood and the greater Visitacion Valley. The design treatment of the intersections of these streets and Bayshore Boulevard must also foster a sense of extending the existing fabric of the community into the Plan Area. Leland Greenway, with a public art element near the corner of Bayshore Boulevard and Leland Avenue, provides an interesting visual terminus for Leland Avenue.

figure 7: topography and accessibility diagram



LEGEND

1.25% slope of street

pedestrian-only ways

8.38 spot elevation

\* Maximum accessible slope threshold is 8.33%.

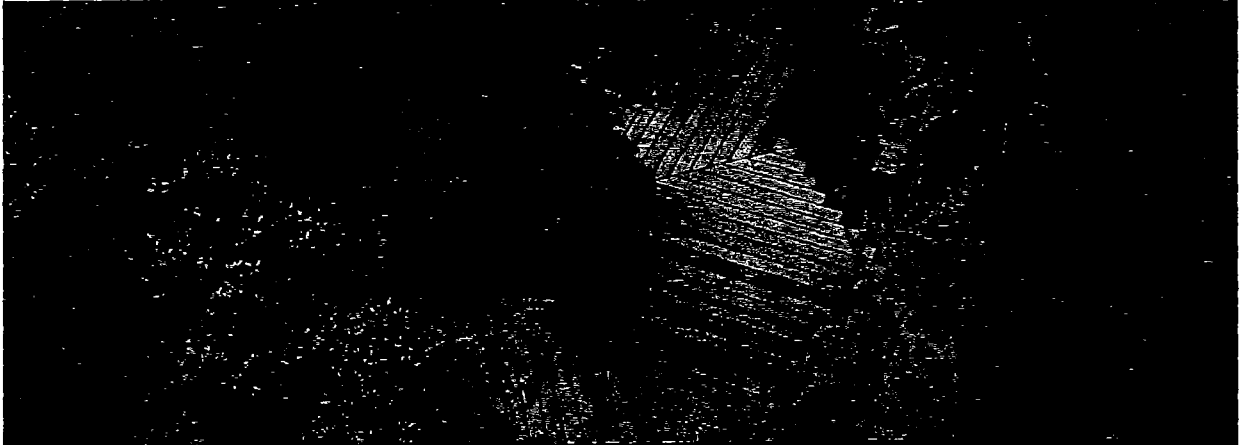
**Topography and Accessibility:** As shown in Figure 7, there are some significant topography changes in the Plan Area that need to be accommodated in the public-realm designs. The high point of the Plan Area is at the intersection of Bayshore Boulevard and Blanken Avenue. The grade change at the north end of the Plan Area is highlighted by the architecture of the Old Office Building, which is built into the slope.

Sidewalks and ramps in the parks and streets are provided at accessible slopes.

**Soils and Remediation:** There are a number of design considerations resulting from the Plan Area's history as a brown-field:

1. The remedial action plan for the Schlage Lock site restricts the growing of food on the site (regardless of container). The JPB and UPRR parcels have to be further tested. The ability to grow food on these parcels would need to be confirmed before the installation of any program such as a community garden.
2. Some metal (primarily lead and arsenic)-contaminated soils will remain on the Schlage Lock site, although they must be capped with at least 3 feet of clean soil in landscape areas.
3. There are no restrictions to tree roots growing into the soil below the clean cap, although species known to be sensitive to lead or arsenic should not be used.
4. The California Department of Toxic Substances Control (DTSC) has also restricted the installation of landscape-based stormwater management elements (such as bioswales) over areas where metal-contaminated soils have been relocated and capped. DTSC might support such systems if they are designed in such a way as to minimize these risks, such as through the use of an impermeable liner, but this would need further consultation with DTSC.





sitewide  
strategies &  
palettes







## section 2

# sitewide strategies & palettes

This section provides an overview of the open space and streetscape designs for the Plan Area. It includes the recommended palettes of landscape materials and site furnishings. This section also describes the overall stormwater management strategy, and recommended public art and historic commemoration strategies. Detailed designs for each individual park are included in Section 3. Individual street designs are presented in Section 4.

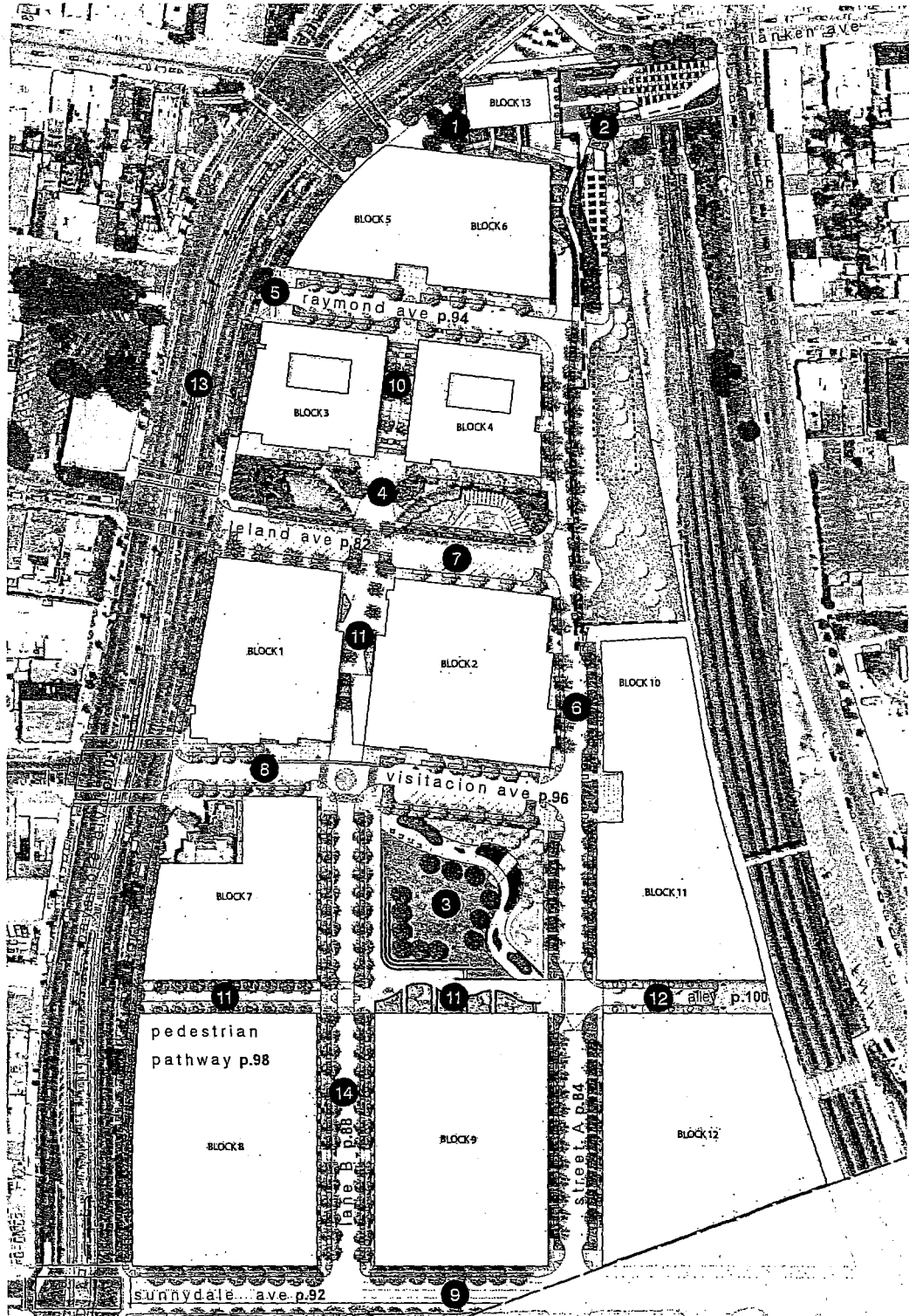
## overall open space master plan

The Open Space and Streetscape Master Plan is the result of applying the design concepts identified in the Design for Development and enriching them with input provided by community members during the public process.

Overall, the character of the open space and streetscape is envisioned as one strongly linked to the Plan Area's history, that celebrates the local character and its diversity and reflects the spirit of sustainability envisioned for the Plan Area. The open space and streetscapes are designed to extend the existing Visitacion Valley neighborhood and the Visitacion Valley Greenway through the Plan Area, and promote a further connection south into the Baylands, in the future.

The two main parks - Leland Greenway and Visitacion Park - are the centerpieces of the Plan Area. The Blanken Park alternative, including the OOB plazas, would sit at the high point of the Plan Area, and act as the terminus for the open space system and gateway to the entire Schlage Lock development, Visitacion Valley and Little Hollywood. Visitacion Park is designed as the "family room," responding to the new buildings that surround it, with open,

figure 9: overall open space master plan



- LEGEND**
- |                             |                                                         |                                                                                                                                                                                                                                            |
|-----------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 old office building plaza | 6 street A                                              | 11 pedestrian pathway                                                                                                                                                                                                                      |
| 2 blanken park alternative  | 7 leland avenue                                         | 12 alley                                                                                                                                                                                                                                   |
| 3 visitacion park           | 8 visitacion avenue                                     | 13 bayshore boulevard                                                                                                                                                                                                                      |
| 4 leland greenway           | 9 sunnydale avenue                                      | 14 lane B                                                                                                                                                                                                                                  |
| 5 raymond avenue            | 10 pedestrian pathway with daylight hours public access | - - - - - UPRR/JPB parcels, design is conceptual and subject to further planning with owners<br>- - - - - Alternative scenarios for UPRR and JPB parcels could include housing or other built structures. See page 9 for more information. |
- 0 75 150ft

flexible, and shared sociable spaces. The Leland Greenway, with plazas and park furniture that complement that nearby retail uses in the Plan Area and across Bayshore Boulevard, will be the center of activities and the green anchor at the eastern end of Leland Avenue.

The parks are connected by a network of pedestrian-friendly streets. The Leland Avenue extension, adjacent to the Leland Greenway, is the main pedestrian entry point to the new community; thus, it is intended to be an active, pedestrian street for strolling, extending the existing yet newly improved Leland Ave streetscape west of Bayshore Boulevard into the Plan Area. Street A, running north-south connects the three main parks with a line of trees and street planting that are accented in section with an art wall. Leland Avenue and the portion of Street A north of Leland Avenue are envisioned as a part of the citywide Green Connections network. Lastly, Lane B provides an alternate north-south route, with its character ranging from pedestrian way to residential street.

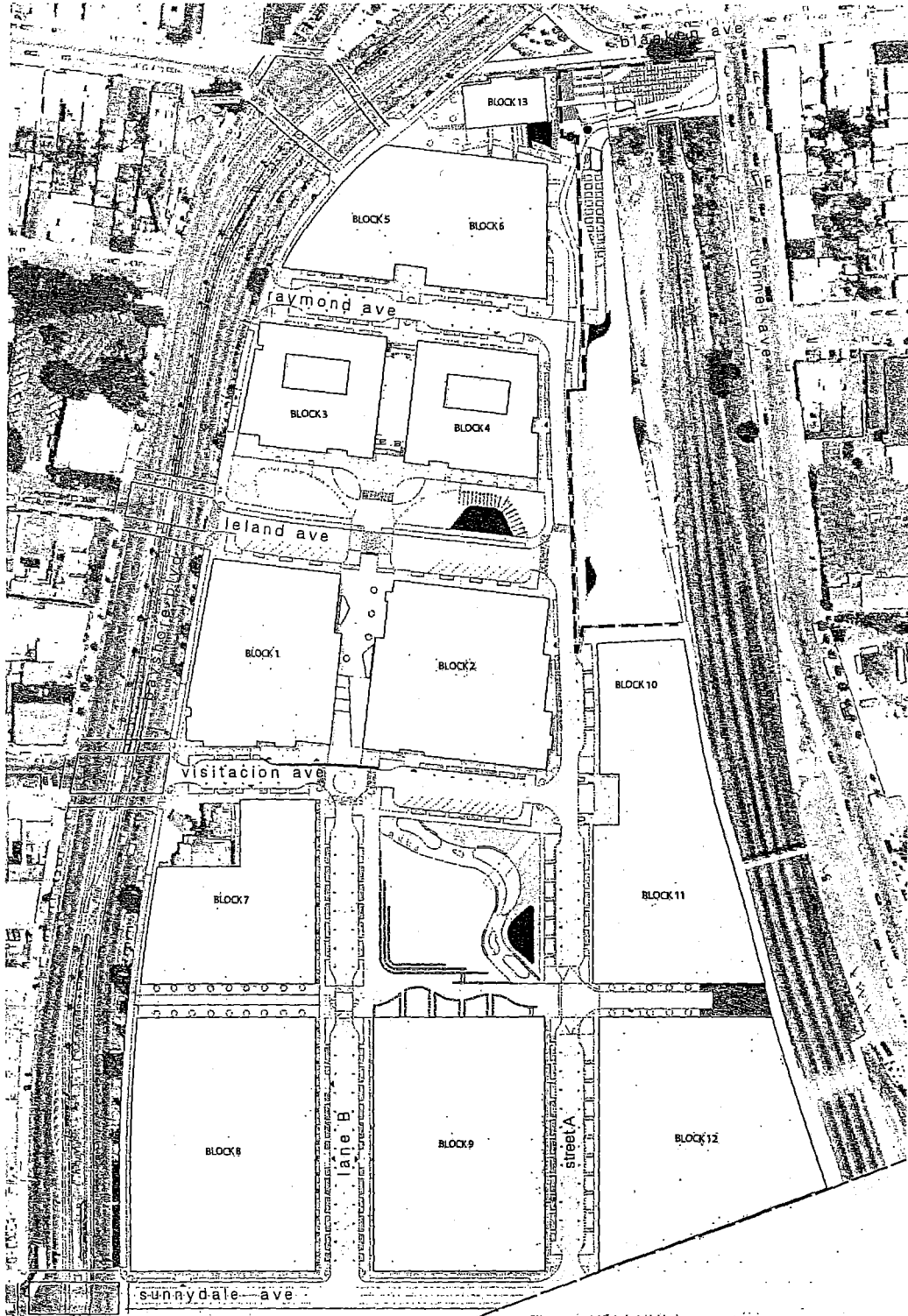
Visitacion Avenue, Sunnydale Avenue, and Raymond Avenue are also important streets in the Plan because they extend visual and physical connectivity to the existing community. All of the streets and parks form a seamless open space system that works as a highly connected and active public realm.

Figure 9 presents the overall open space plan. Specific components of the Plan are discussed in more detail later in the document.

## sitewide strategies and palettes

The following section provides an overview of the open space and streetscape design strategies for the Plan Area as a whole. Sitewide strategies for paving, planting, furnishings, lighting, stormwater management, and public art are discussed. These strategies are described individually for clarity, but they work as layers that add richness and environmental performance to the open space system. The material selections identified in the diagrams are followed by keyed images of the proposed palettes. Details about specific park and street designs are included in Sections 3 and 4 of this document.

figure 10: paving plan



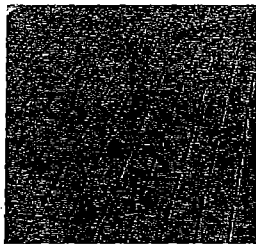
LEGEND

- |  |                             |  |                                              |  |                        |
|--|-----------------------------|--|----------------------------------------------|--|------------------------|
|  | colored concrete paving     |  | decomposed granite/<br>colored concrete path |  | unit paver at sidewalk |
|  | unit paver at plaza         |  | playground surface                           |  | warning paver          |
|  | grey city standard sidewalk |  | asphalt                                      |  | grass pavers           |

## paving palette



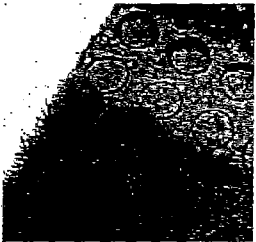
colored concrete



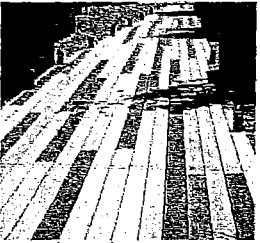
unit paver



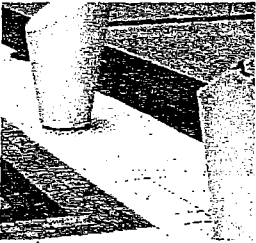
playground surface



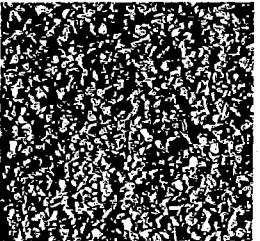
grass pavers



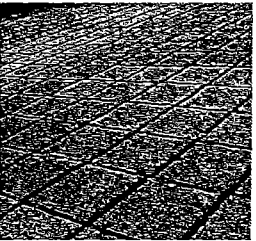
composite wood



warning pavers



decomposed granite



unit pavers at tree well

## paving plan

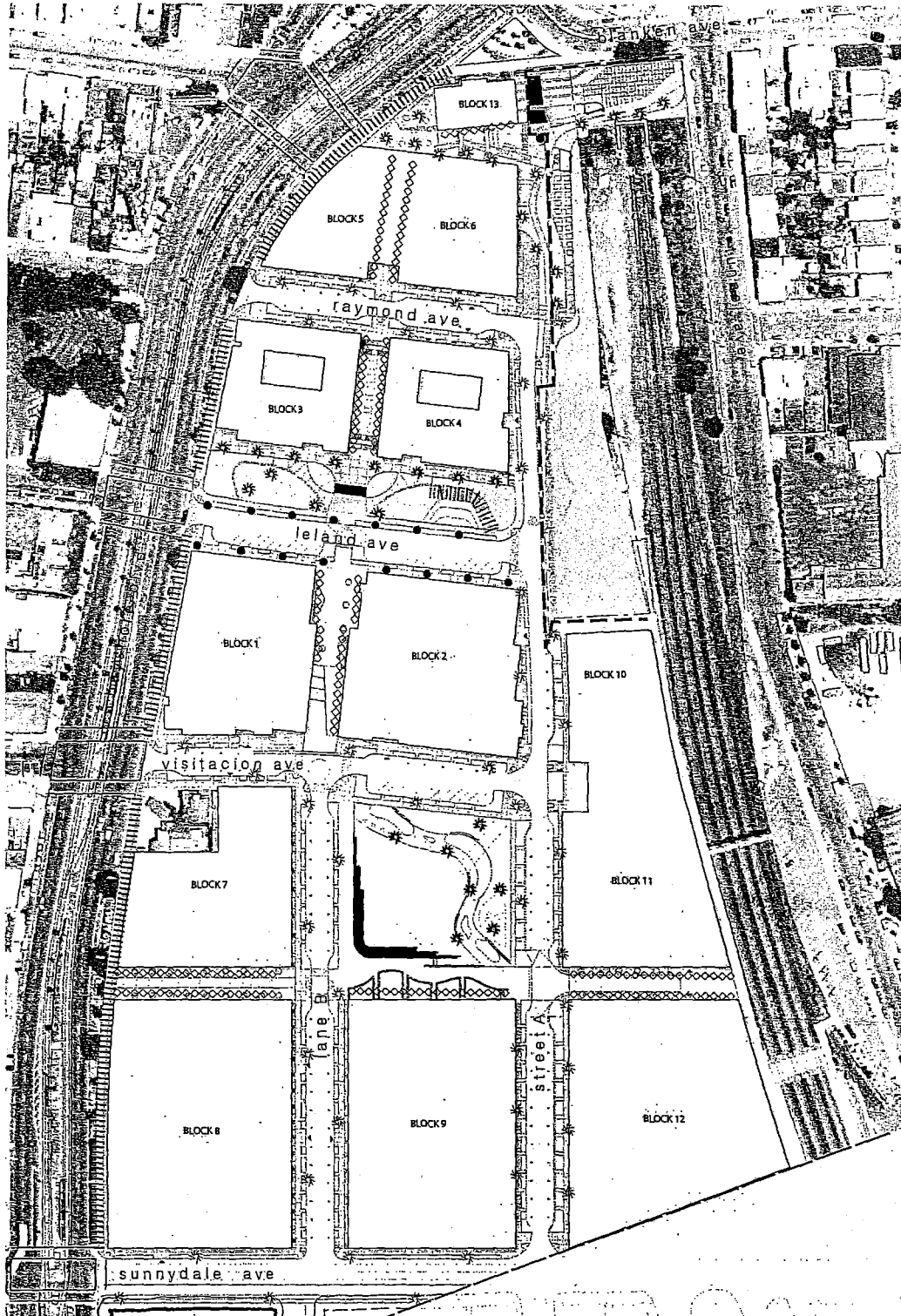
The strategy for paving in the parks and streets of the Plan Area aims to link the open spaces and reinforce the sense of connectivity between them as illustrated in Figure 10. Overall, the selection of materials is dictated by the community's desire to have warm, durable materials.

Unit paving and colored concrete is used to highlight special areas and to provide the connectivity between the parks, allowing one to physically perceive the linkage from north to south and across the pedestrian paths of the site.

Decomposed granite (on non-primary travel routes), unit paving or colored concrete is recommended for garden areas of the Plan Area, including potential community gardens in the Blanken Park alternative design.

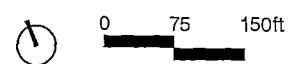
For sidewalks and tree strips, the Plan recommends standard concrete with unit pavers, allowing trees, limited understory planting, pedestrians, and people accessing parked cars to coexist. Images of the paving materials are shown in the palette to the left and summarized in Figure 10.

figure 11: lighting plan



LEGEND

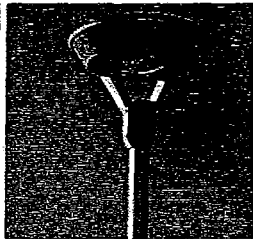
- ||||||| bayshore boulevard standard
- • • leland ave standard
- \* city standard
- \* city standard with light rail arm
- ◇◇◇◇ building mounted
- \* park pole light
- step light
- ||||||| trellis down light



# street light palette    park light palette



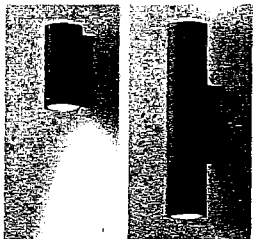
*Bayshore Blvd. standard*



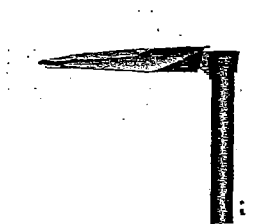
*recommended pole light style*



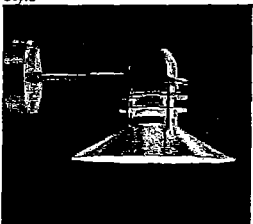
*Leland Ave. standard*



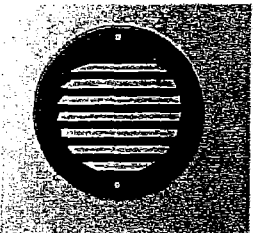
*recommended trellis down light style*



*city standard*



*possible wall-mounted light style*



*recommended step light/recessed wall light style*

## lighting plan

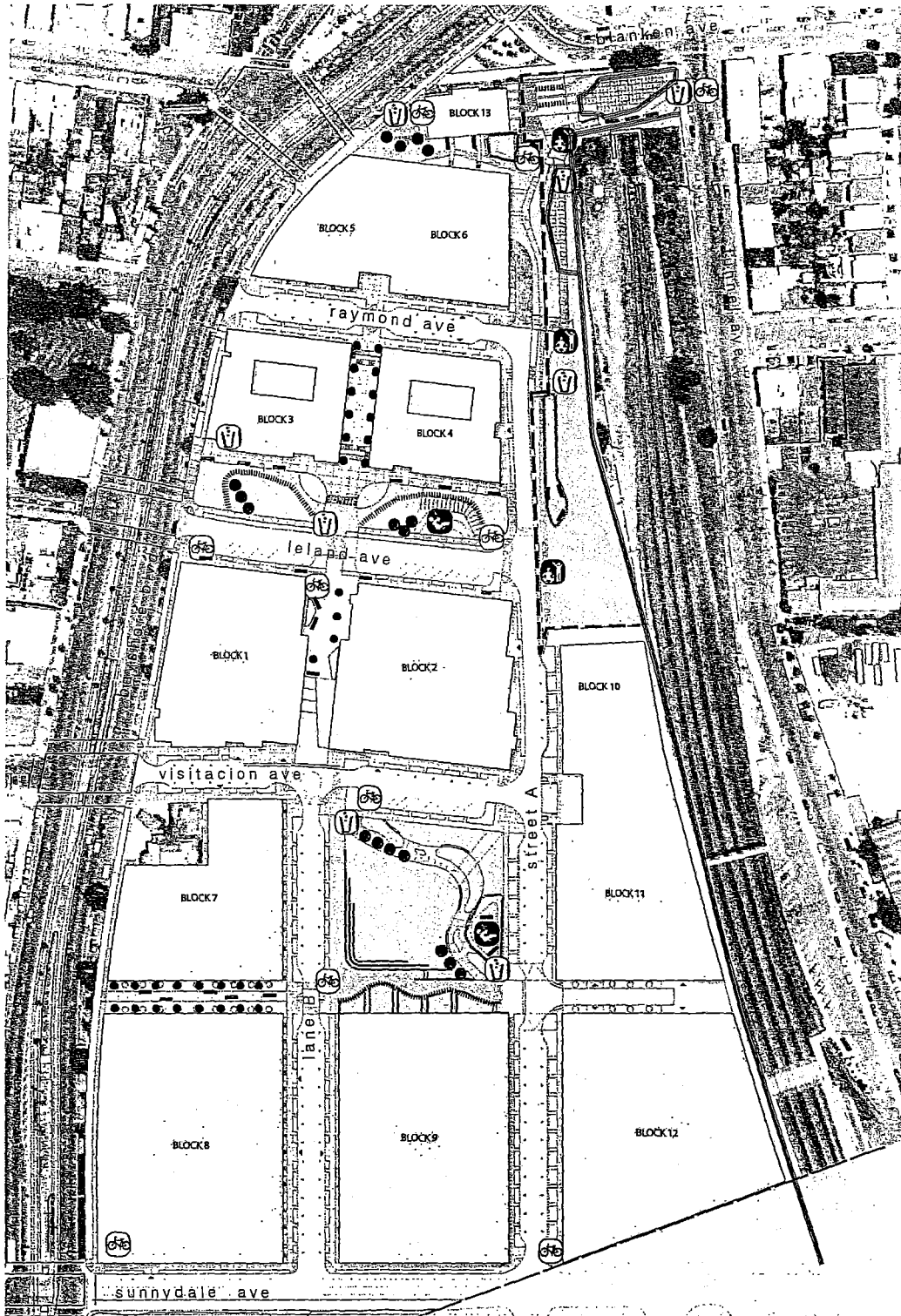
The lighting strategy for the Plan Area builds on existing San Francisco initiatives to unify and standardize the use of light fixtures in the city, while allowing special types of fixtures to highlight a unique district or respond to a special condition. The lighting plan is shown in Figure 11 and the recommended light fixtures are shown in the palette to the left.

For the streets that form the core of the Plan Area (such as Leland Avenue), where retail and other commercial activities are anticipated, the Plan proposes using the light standard that has been recently installed along the existing Leland Avenue. The Bayshore Boulevard standard will be retained on the west edge of the Plan Area. Building-mounted lights, to be selected during building design, are recommended where buildings flank the pedestrian alleys or paths. Along the rest of the streets, a City standard will be used. The light fixture selection should be confirmed with the San Francisco Public Utilities Commission (SFPUC) against current standards before installation. This standard fixture will be used with a light-rail-arm component along Sunnysdale Avenue, where Muni's light rail line is expected to extend.

A variety of light fixtures will be utilized within parks, including low lighting, park pole lights, bollards, and step lights. Overall, the goal is to provide levels of illumination that will make the spaces feel safe at night, and at the same time create an inviting atmosphere within the parks, manage excessive brightness, and protect dark skies. Please refer to Section 3 of this document for additional information about special lighting design in specific parks.



figure 12: furnishings plan



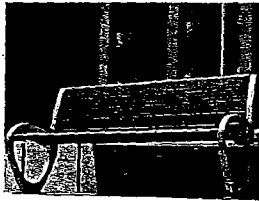
LEGEND

- prefabricated benches
- ▨ custom bench
- low fencing & gate
- ♻️ trash/ recycling receptacle
- 🎡 play equipment
- security fencing
- 🚲 bike racks
- 🏃 fitness station & drinking fountain
- picnic/chess table/  
(user provided)cafe  
seating
- precast concrete planter

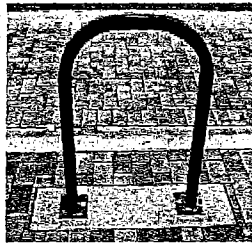


site furnishing palette

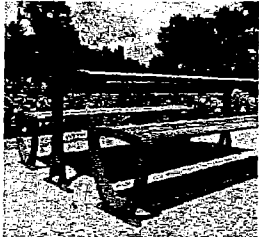
site furnishings plan



recommended bench style 1



leland ave standard bike rack



recommended picnic table style



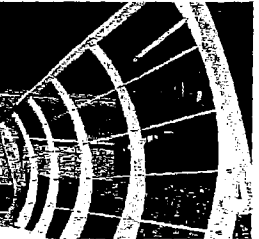
recommended precast concrete planter



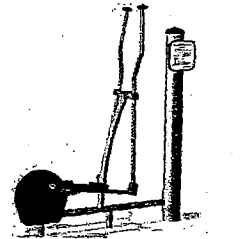
recommended trash receptacle style



recommended security fencing



recommended low fencing style



recommended fitness station



recommended bike rack style



recommended school age play equipment



recommended early childhood play equipment



recommended precast bench style 2

As shown in the palette to the left, the Open Space and Streetscape Master Plan recommends a set of standard benches, trash receptacles, fencing, bike racks and other furnishings throughout the Plan Area. Having a standard suite of furnishings allows for elements of consistency throughout the landscape, makes for easier long-term maintenance, and provides an elegant and understated backdrop to set off more custom features. An overview of the recommended furnishing layout is shown in Figure 12.

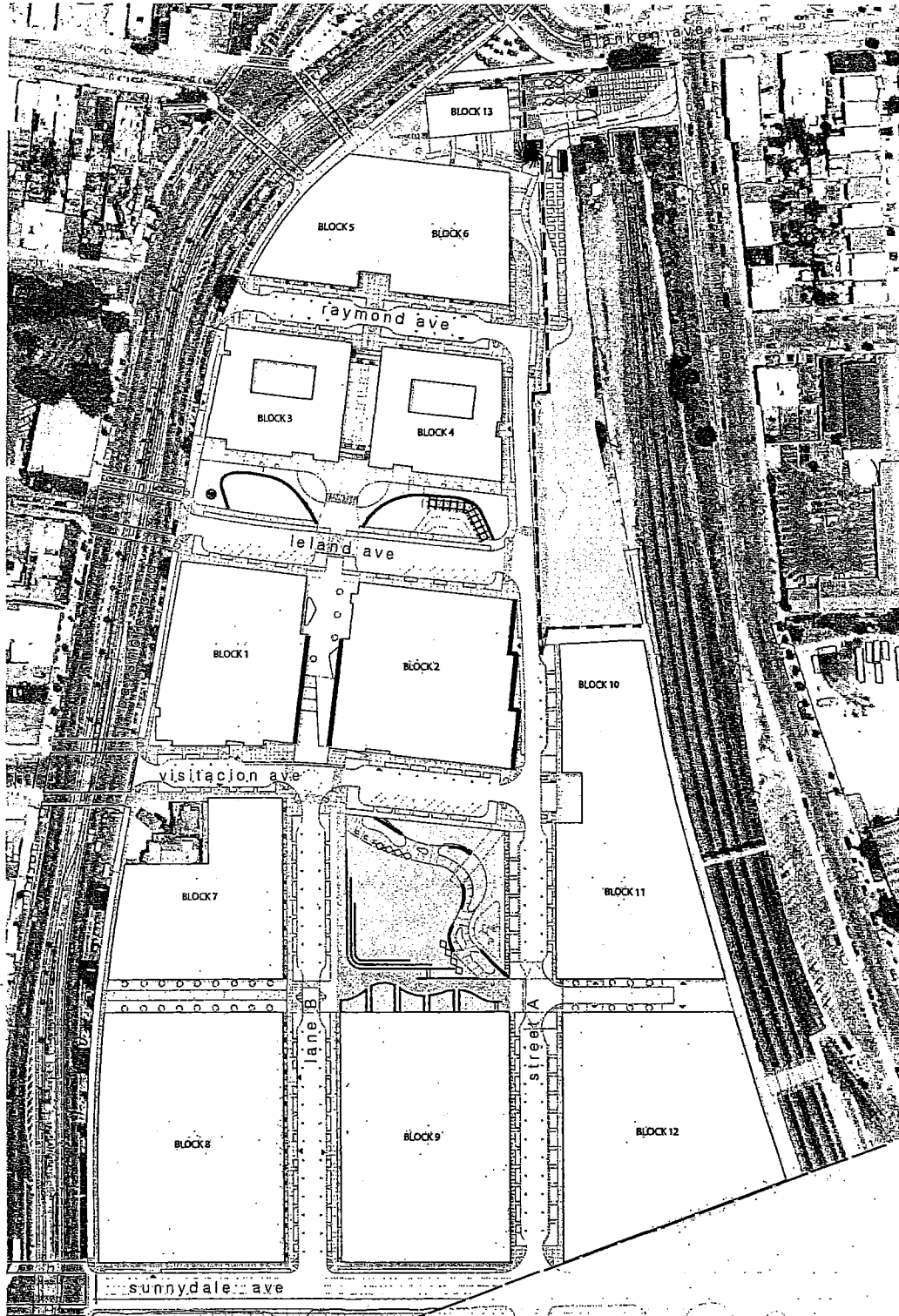
The standard furnishings proposed also respond to criteria provided by the community during the outreach process, either as points of consensus or preference of the majority:

- sturdy and vandal-resistant; durable and low-maintenance over time
- materials that are warm and natural (such as wood), and respond to sustainability concerns (sustainably harvested, recycled, recyclable, or renewable)
- elegant and timeless forms, with a preference for curves
- benches need armrests and backs
- trash receptacles need to accommodate recycling

During the outreach process, the community also expressed a strong desire for including special, custom-designed furnishings and other feature elements in the public realm. Based on this feedback, the plan recognizes the opportunity to design unique furnishing elements for selected areas of the site as part of the public art program, described later in this document.

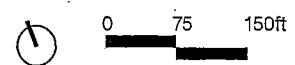
A series of fitness stations along the Street A corridor, as shown in Figure 12, meet the community's desire for a fitness trail. The trailhead starts in Blanken Park alternative design and continues along Street A south to the Visitation Park. It is possible the fitness trail could also later extend to the Brisbane Baylands development to the south. Site furnishing at the new stretch of Leland Avenue, should match with the existing portion of Leland Avenue west of Bayshore Boulevard.

figure 13: public art plan



LEGEND

- art element on seat wall
- ⊗ trellis structure
- sculpture feature
- garden shed
- ☀ historic commemoration
- ◇◇◇◇ potential custom feature
- green wall / art wall



## public art and historic commemoration strategy



figure 14 | art wall

figure 15 | green wall

figure 16 | Trellis

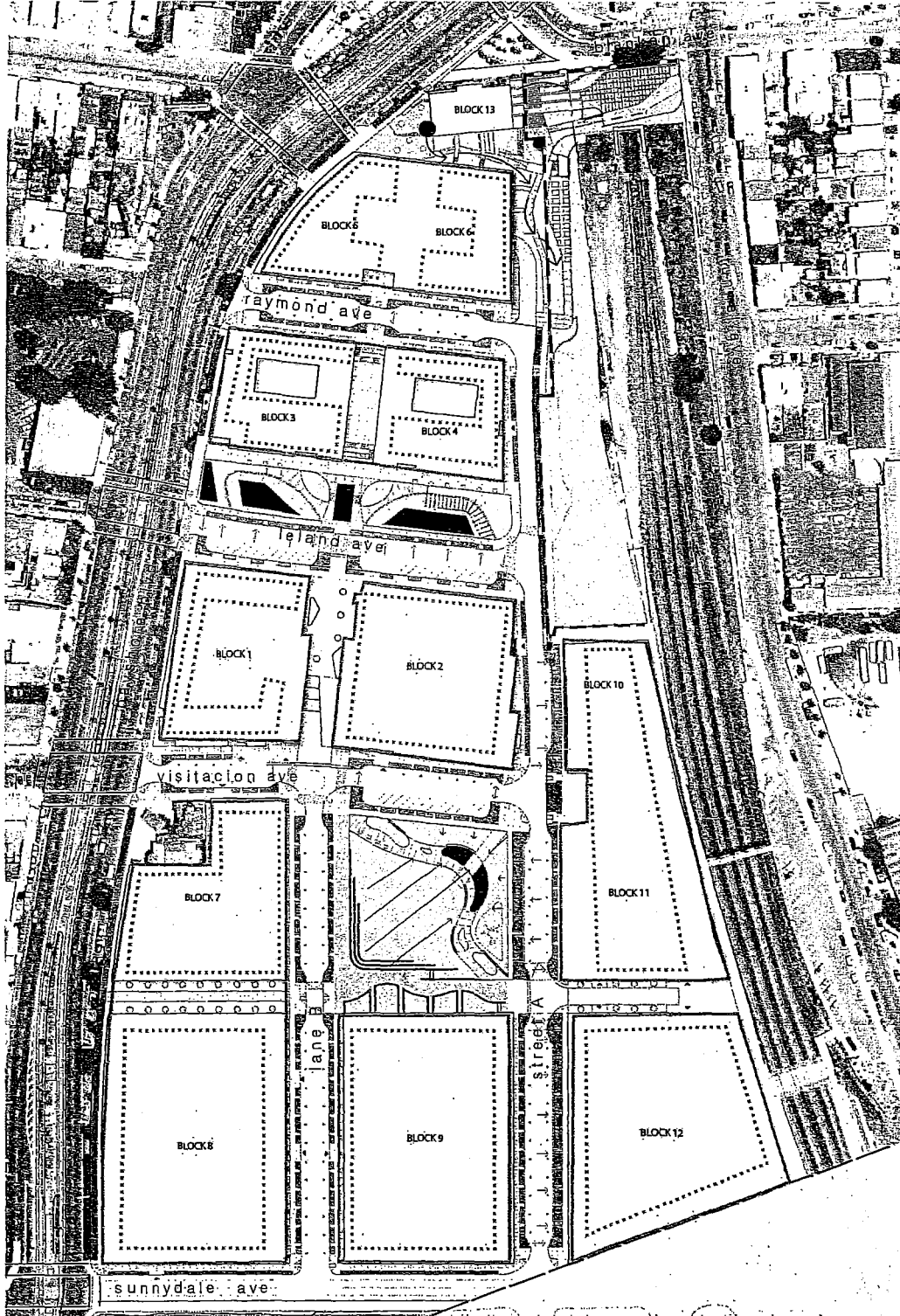
One of the most remarkable aspects of Visitacion Valley is the noticeable presence of grassroots and community-inspired public art. There is a great opportunity to extend this form of local expression into the site by creating a public art program in coordination with the furnishings strategy described previously. The community has expressed a strong desire for some custom-designed furnishings and other forms of integrated art.

Any of the standard site furnishings in the site are opportunities to integrate custom design. In addition, the Open Space and Streetscape Master Plan identifies five specific elements that could be part of a public art program, as illustrated in Figure 13:











- An art element component to the seat wall that traces the meandering walkway on Visitacion Park and extends into the Leland Greenway. The art element could be applied later, or be designed as integral to the seat wall.
- A trellis structure on the eastern edge of Leland Greenway to offer seating for parents watching their children in the play area and to provide a setting for potential farmers' market on weekends, or simply offer shade and wind protection during the rest of the time.
- A sculptural feature at Western end of Leland Greenway. This element should be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.
- A kiosk in the Blanken Park alternative design would provide storage space for gardening tools for the community garden.
- Green walls at the ground floor walls of Block 2 on Street A and of Block 1 & 2 at Lane B mews to provide visual relief and to screen parking

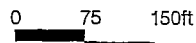
There are also over 140 artifacts from the demolished Schlage Lock factory that have been salvaged and stored. These have the potential to be reused as interpretive displays or sculpture pieces throughout the site, to commemorate the Schlage chapter of the sites history. In particular salvaged elements could be reused in pronounced locations in the OOB plazas, or within the OOB itself. The reuse of these artifacts may be part of a subsequent public art program or a separate historic commemoration plan.

figure 17: stormwater management concept plan



LEGEND

-  rain garden
-  potential permeable paving
-  stormwater flow direction
-  park area
-  bioretention cells
-  street planting
-  flow-through planter system or green roof
-  cistern at Old Office Building (potential) for demonstrative landscape irrigation with harvested rainwater
-  potential infiltration gallery
-  flow-through planter



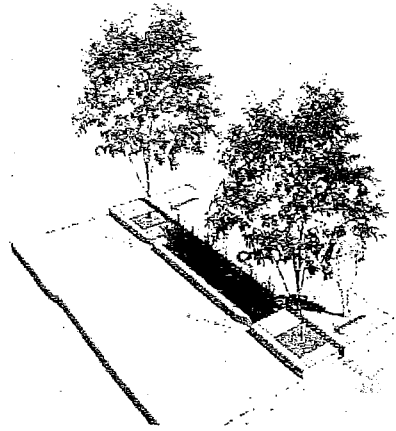
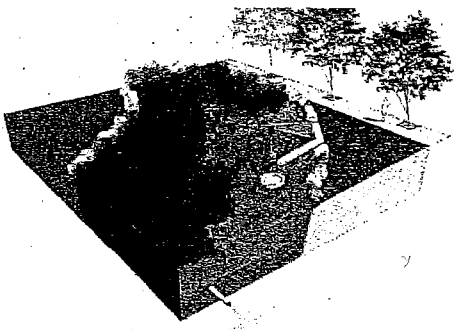
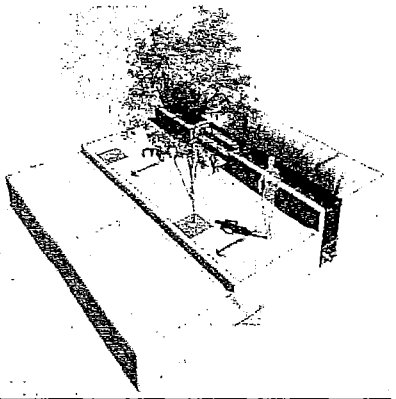
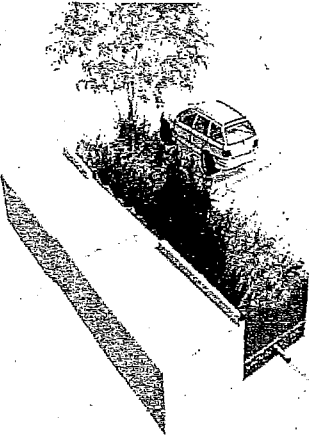


figure 18 | bio-retention cell

figure 19 | rain garden

figure 20 | flow-through planter

figure 21 | detention swale and deep rain garden, such as included in Visitacion Park.

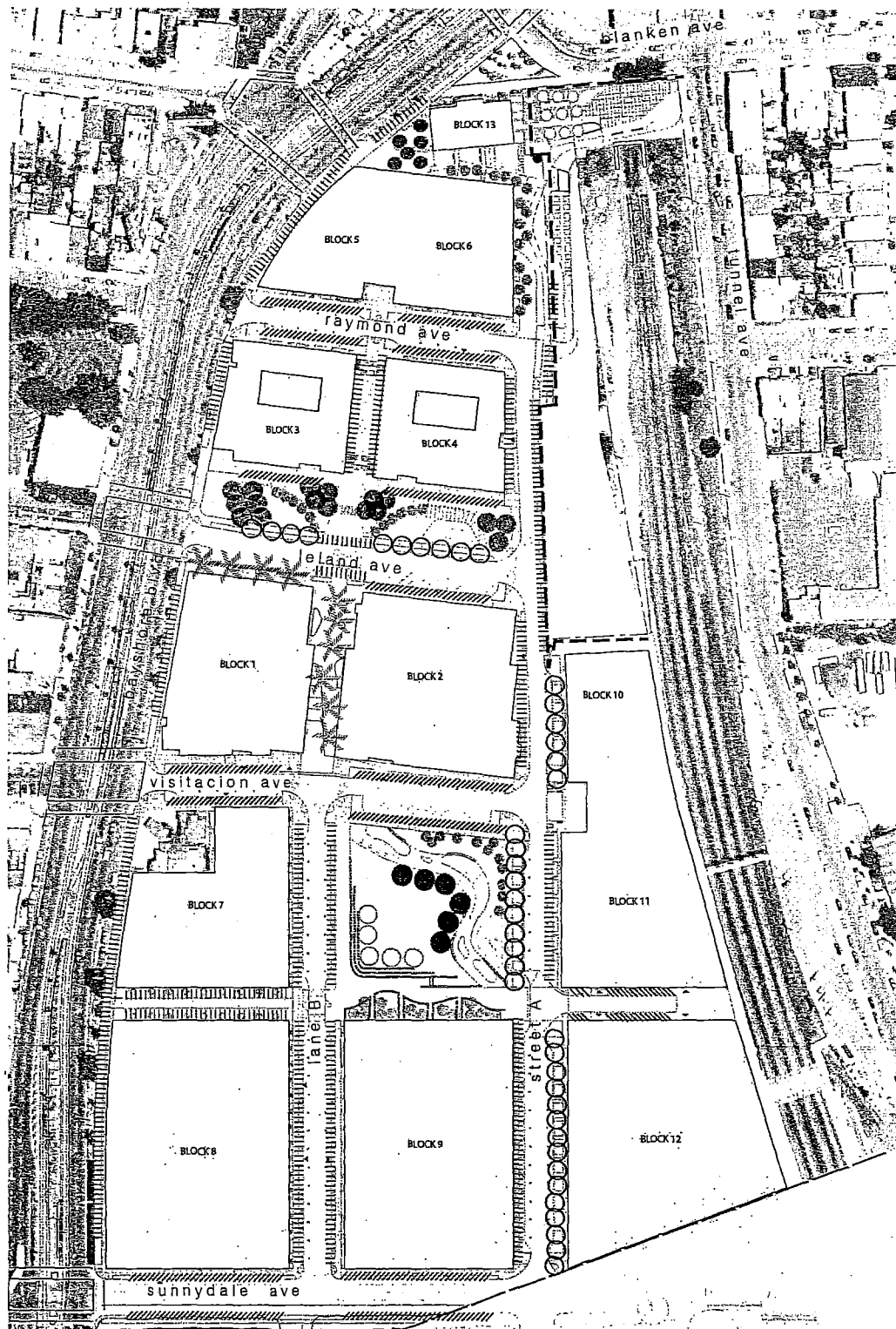


## stormwater management concept

Since the Plan Area lies within the City's combined sewer area, site sustainability goals for stormwater focus on reducing the volume and rate at which stormwater runoff enters the larger City sewer system. The City's Stormwater Design Guidelines require that the site's stormwater strategies meet the equivalent of LEED-NC credit 6.1 (reducing the volume and rate of stormwater runoff from the 2-year 24-hour storm event by 25% from the pre-redevelopment site condition). To meet this requirement strategies such as softscape (planting areas), bio-retention planters, and permeable paving where appropriate and where allowed by DPW and SFPUC will be considered in the final design. Building on the increased permeability of the site, strategies, such as infiltration basins and stormwater re-use for irrigation, may be incorporated, if feasible, to further promote green infrastructure goals and achieve compliance with the Stormwater Design Guidelines. Figure 17 illustrates conceptually how stormwater management can be incorporated into the open space and streetscape design. These concepts will be advanced and refined as the infrastructure improvement design is developed along with the Final Map. Additional sustainable stormwater facilities will be provided within future development parcels and may include green roofs, flow-through planters, or setback planting. These building specific strategies will be refined as individual buildings are designed during the Building Permit approval process.

The development within the Plan Area is not required to provide water quality treatment, as all runoff that leaves the Plan Area goes to the City sewer treatment facility. However, water-quality-focused strategies, such as the swales and rain gardens shown in Figures 18 through 21, have also been integrated into the design to both support site stormwater quantity reduction strategies and act as demonstrative expressions of sustainable design. There is also the potential that this approach can become part of a longer term sustainability strategy for the watershed.

figure 22: tree plan



LEGEND

- ||||| Tristania conferta
- //// Prunus serrulata 'Kwanzan'
- ||||| Lyonothamnus floribundus or Corymbia ficifolia
- ||||| Olea europea 'Swan Hill' or Arbutus 'Marina'
- //// Pittosporum undulatum or Ceratonia siliqua
- //// Olea europea 'Swan Hill' or Arbutus 'Marina' Rhamnus alaternus

- Cupressus macrocarpa, or Pinus pinea
- Acer rubrum or Liriodendron tulipifera
- Olea europea 'Swan Hill' or Arbutus 'Marina'
- ✱ Washingtonia robusta
- ✱ Cordyline australis or Trachycarpus fortunei

- Populus fremontii or Populus nigra italica
- Betula nigra or Alnus rhombifolia
- Cedrus deodara or Sequoia Sempervirens
- Tristania laurina


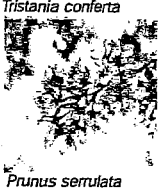


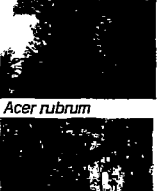



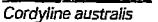
See the tree plan summary chart on the next pages for more details.

## tree plan

The overall tree plan for the Plan Area is shown in Figure 22. Street trees and park trees have been selected to reinforce the street hierarchy and block pattern of the Plan Area. The strategy is to provide a backbone of evergreen trees that will serve as a green framework, and a contrast to the changing character and transparency of deciduous trees that provide seasonal change, texture, flowers, and fall colors. Trees have been selected for their longevity, ease of management, wind resistance and adaptability to existing site soil conditions. Trees were also selected for particular growing conditions or purposes. Some pathways are proposed on structure (see Figure 43 in Section 4) and the tree selection responds to this more constrained growing condition (see Tables 1 and 2 on the following pages). To help provide windbreaks, iconic and statuesque evergreen trees (cedar and pine) are designated for Leland Avenue and the Old Office Building Plaza. The Street A tree (red maple) was chosen for its distinct form and fall color, its tolerance for potential rain garden conditions, and its tight canopy (required due to its proximity to the vehicular lane when there is no on-street parking between Visitation Avenue and Leland Avenue). See the tree plan summary chart on the next pages for more details.



Table 1. Street Trees

| Street                              | Recommended Species                                                                                                                                     | Mature Size        | Water Need | Tree Character                                                          | Note                                          |                                                                                       |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------|-------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------|
| Bayshore Boulevard                  | <i>Tristania conferta</i><br>Brisbane Box                                                                                                               | Medium to large EG | L          | Fast growing and strongly upright to rounded tree                       | To match existing trees or Bayshore Boulevard |    |
| Sunnydale Avenue                    | <i>Pittosporum undulatum</i><br>Victorian Box or<br><i>Ceratonia siliqua</i><br>Carob                                                                   | Medium to large EG | L          | Fast growing and strongly upright to rounded tree, has fragrant flowers | Transit street                                |    |
| Raymond, Leland, Visitation Avenues | <i>Prunus serrulata</i><br>'Kwanzan'<br>Japanese Cherry or<br><i>Prunus yedoensis</i><br>Yoshino Cherry                                                 | Small DC           | M          | Flowering specimen trees                                                | To match existing Leland Avenue street trees. |   |
| Lane B, Street A                    | <i>Lyonothamnus floribundus</i><br>Catalia Ironwood or<br><i>Corymbia ficifolia</i><br>Red Flowering Gum                                                | Large EG           | L          | Fast growing and strongly upright                                       | On grade                                      |  |
| Lane B Pedestrian Pathway           | <i>Olea europaea</i> 'Swan Hill'<br>Swan Hill Olive or<br><i>Arbutus 'marina'</i><br>Arbutus Marina                                                     | Small EG           | L          | Sculptural multi-trunk tree of Mediterranean character                  | On structure                                  |  |
| Street A                            | <i>Acer rubrum</i><br>Red Maple or<br><i>Liriodendron tulipifera</i><br>Tulip Tree                                                                      | Medium DC          | M          | Large fast-growing tree with delicate foliage                           | On grade, needs tight canopy form.            |  |
| Alley                               | <i>Olea europaea</i> 'Swan Hill'<br>Swan Hill Olive or<br><i>Arbutus 'marina'</i><br>Arbutus marina or<br><i>Rhamnus alaternus</i><br>Italian Buckthorn | Small EG           | L          | Urban character with light shade and upright.                           | On structure                                  |  |
| Leland Avenue                       | <i>Washingtonia robusta</i><br>Mexican Fan Palm                                                                                                         | Large EG           | L          | Tall, fast growing, high canopy                                         | On grade                                      |  |
| Lane B Mews                         | <i>Cordyline australis</i><br>Cabbage Tree or<br><i>Trachycarpus fortunei</i><br>Windmill Palm                                                          | Small EG           | L          | Short, slow growing                                                     | On structure                                  |  |

(MATURE SIZE)  
EG= Evergreen  
DC= Deciduous

(WATER NEED)  
L= Low  
M= Moderate

Table 2. Park Trees




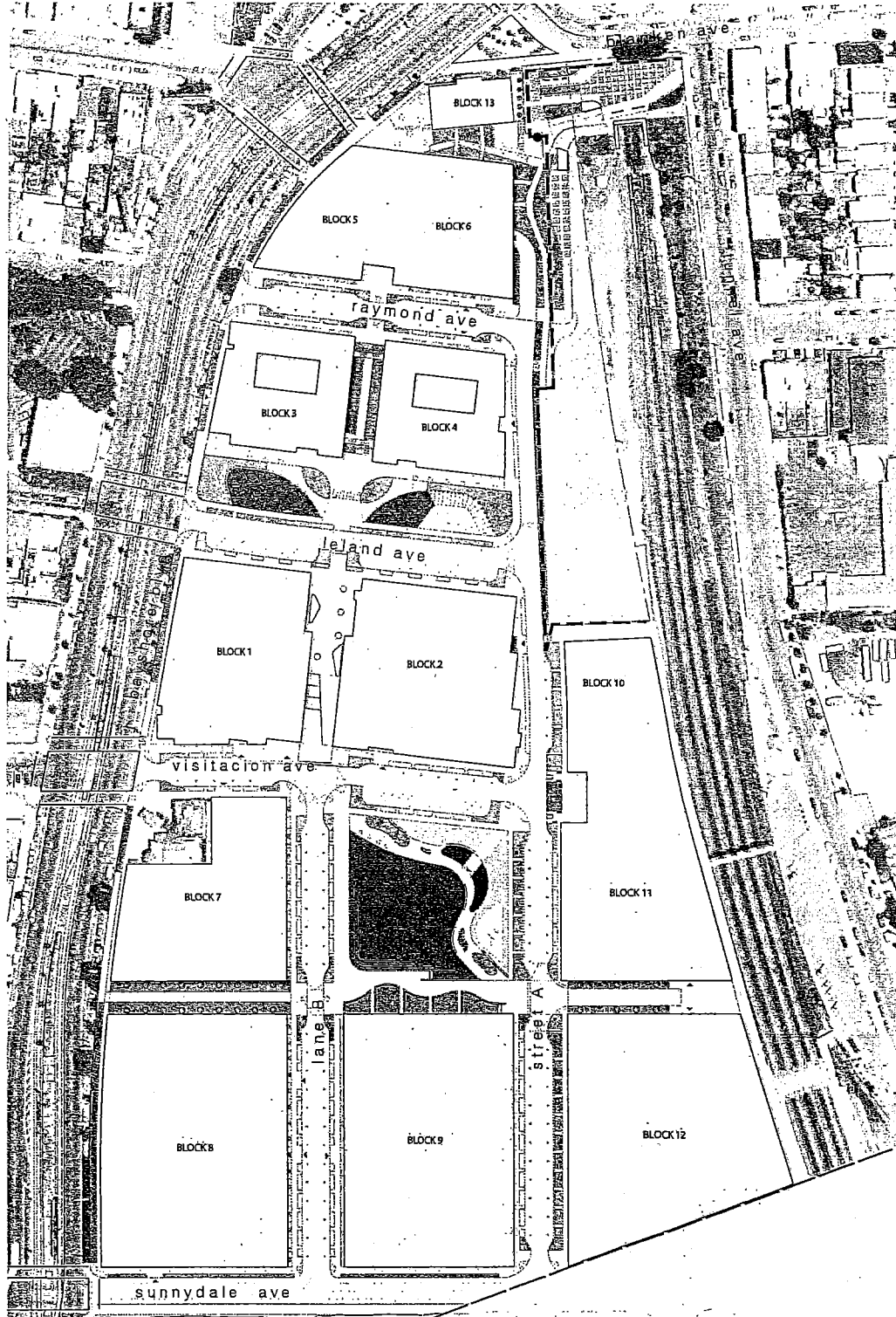











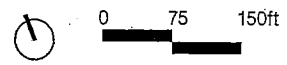
| Old Office Building and Blanken Park Alternative | Recommended Species                                                                                    | Mature Size  | Water Need | Tree Character                                         | Note                |                                                                                                                      |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------|------------|--------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------|
| Grand Stair Terrace                              | <i>Olea europaea</i> 'Swan Hill'<br>Swan Hill Olive or<br><i>Arbutus 'marina'</i><br>Arbutus Marina    | Medium<br>EG | L          | Sculptural multi-trunk tree of Mediterranean character | On structure        | <br><i>Olea europaea</i>          |
| Old Office Building Plaza                        | <i>Cedrus deodara</i><br>Deodar Cedar or<br><i>Pinus Pinea</i><br>Italian Stone Pine                   | Large<br>EG  | M          | Tall conifer with grand stature                        | On grade, windbreak | <br><i>Deodar Cedar</i>           |
| The Grove                                        | <i>Betula nigra</i><br>River Birch or<br><i>Alnus rhombifolia</i><br>White Alder                       | Medium<br>DC | M          | Upright form with light shade                          | On grade            | <br><i>Betula nigra</i>           |
| Visitation Park                                  | Recommended Species                                                                                    | Mature Size  | Water Need | Tree Character                                         | Note                |                                                                                                                      |
| The Grove                                        | <i>Betula nigra</i><br>River Birch or<br><i>Alnus rhombifolia</i><br>White Alder                       | Medium<br>DC | M          | Upright form with light shade                          | On grade            | <br><i>Tristania laurina</i>      |
| The Grove                                        | <i>Tristania laurina</i><br>Water Gum                                                                  |              |            |                                                        |                     | <br><i>Sequoia sempervirens</i> |
| Lowland                                          | <i>Cedrus deodara</i><br>Deodar Cedar or<br><i>Sequoia sempervirens</i><br>Coast Redwood               | Large<br>EG  | M          | Tall conifer with grand stature                        | On grade            | <br><i>Populus fremontii</i>    |
| Highland                                         | <i>Populus fremontii</i><br>Western Cottonwood or<br><i>Populus nigra 'italica'</i><br>Lombardy Poplar | Medium<br>DC | M          | Large fast-growing tree with delicate foliage          | On grade            | <br><i>Betula nigra</i>         |
| Leland Greenway                                  | Recommended Species                                                                                    | Mature Size  | Water Need | Tree Character                                         | Note                |                                                                                                                      |
| The Grove                                        | <i>Betula nigra</i><br>River Birch or<br><i>Alnus rhombifolia</i><br>White Alder                       | Medium<br>DC | M          | Upright form with light shade                          | On grade            | <br><i>Acer rubrum</i>          |
| Rain Garden                                      | <i>Acer rubrum</i><br>Red Maple or<br><i>Liriodendron tulipifera</i><br>Tulip Tree                     | Medium<br>DC | M          | Large fast-growing tree with delicate foliage          | On grade            | <br><i>Deodar Cedar</i>         |
| Windbreak                                        | <i>Cedrus deodara</i><br>Deodar Cedar or<br><i>Pinus Pinea</i><br>Italian Stone Pine                   | Large<br>EG  | M          | Tall evergreen with grand stature                      | On grade            |                                                                                                                      |

figure 23: understory planting plan



LEGEND

- |                                                                                                             |                                                                                                                  |                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
|  restoration planting    |  native drought tolerant lawn |  pedestrian way planting type over structure    |
|  street planting type I  |  park planting type I         |  pedestrian way planting type II over structure |
|  street planting type II |  park planting Type II        |  gravel for tree grove                          |
|  no mow lawn             |  community garden             |                                                                                                                                     |



## understory planting plan

Maximizing planting areas, seasonal color, and biodiversity is the main objective of the Open Space and Streetscape Master Plan's planting strategy.

Other important criteria for plant palette selection are drought tolerance, low water requirements, low maintenance, durability and longevity, pleasant scent and habitat value for birds and pollinators. Substitutions to the plant palette are acceptable using locally grown native plant species if available in sufficient quantity at the time of installation. The irrigation needs of the landscape designs will need to be less than the maximum allowable water allowance per SFPUC's Water Efficient Landscape Ordinance, but the plan does recommend installing permanent irrigation systems. The source of water for irrigation may be provided by one or a combination of the following options: a connection to the City's water distribution system or on-site stormwater reuse.

There are various growing conditions and types of spaces where planting occurs. The plan responds with categories of planting as shown in Figure 23. Representative species recommended for each planting type are included in lists on the following pages.

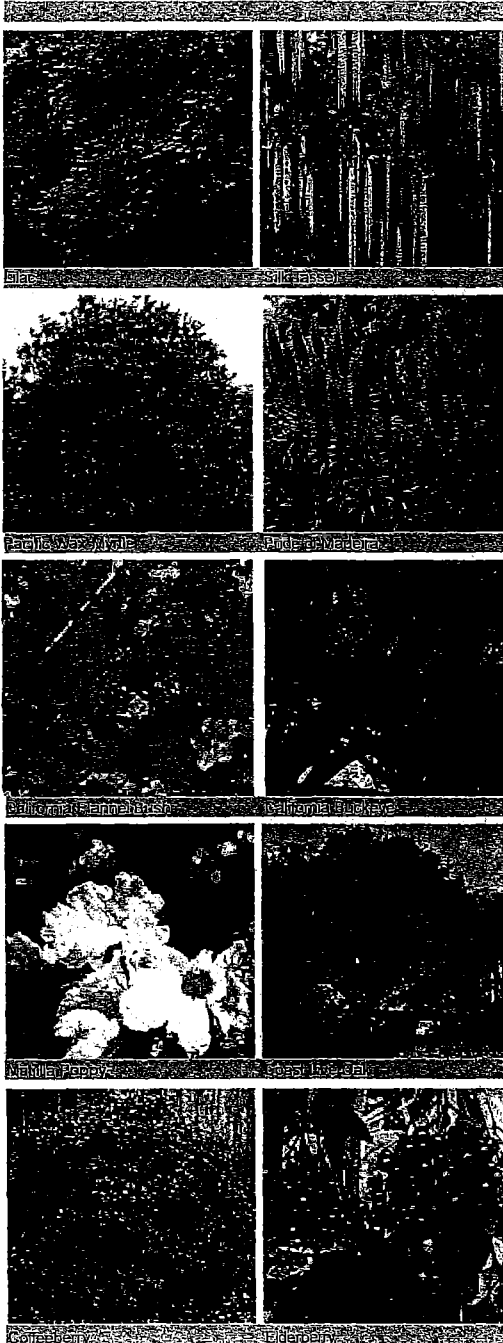
- Lawn—the use of lawn is limited to the multiuse areas of the parks. There are two types. The first is a native, drought tolerant and durable multi-use variety that will require regular mowing. The second is called "no-mow", and is best suited for casual lounging or purely aesthetics. "No-mow" is a mix of grasses that naturally grow to a low height and do not require mowing. It gives a soft, meadow-like appearance.
- Park Planting Type I & Pedestrian Way Planting Type I—this type includes native or climate-appropriate understory shrubs and ground covers. Species are chosen to remain below 4 feet in height, to maintain sight lines through the parks. This category also applies to planting along pedestrian pathways and building setbacks.
- Pedestrian Way Planting Type II, Park Planting Type II & Street Planting Type II—this type is used in all stormwater management planting zones (flow through planter, swales, planters, and rain gardens). These areas are to be densely planted with understory species capable of withstanding periodic inundation and typical stormwater contaminants. Mulch should be inorganic or not used. If stormwater management function is not needed in this planting area, Park Planting type I, Pedestrian Way Planting type I or Street Planting type I palette will be used.
- Street Planting Type I—this type occurs in the understory of street tree basins, or other planting beds adjacent to the street. The plant types are very sturdy, evergreen, and drought-tolerant species that can tolerate the challenges of planting environment.
- Restoration Planting—this type occurs along the railroad tracks. Species are primarily native and chosen for urban habitat value. They require very minimal maintenance, and will not require ongoing irrigation beyond a 2-year establishment period.
- Community Garden—this type will be in areas where the community will be able to assume responsibility for the planting and maintenance. It is envisioned as primarily for food production, unless this is determined as not viable. In this case, ornamental, cut-flower community gardens could be established.

Planting is also an exciting area of opportunity for community partnerships and programs. The neighborhood example of the Visitacion Valley Greenway provides a useful resource for organizing volunteer or job-training programs to grow, plant, and maintain landscapes. It will still be important to design for the possibility that such programs may not last, that new residents will not want to participate, and that a permanent low-maintenance landscape can be installed.

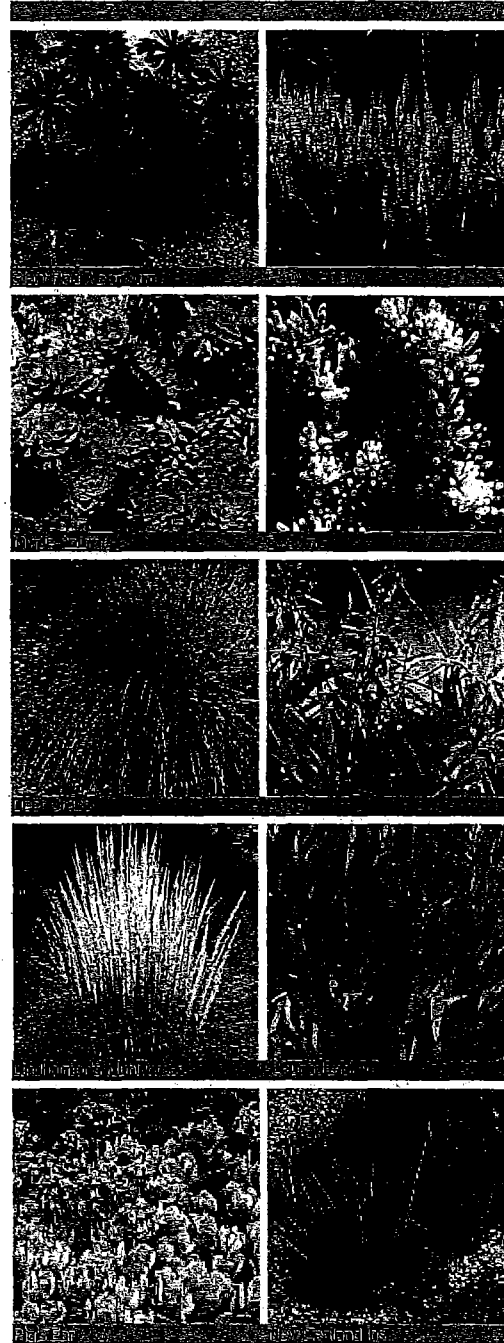
*Echium candicans* | Pride of Maderia  
*Carpenteria californica* | Tree-anemone \*  
*Romneya coulteri* | Matilija Poppy  
*Ceanothus* sp. | Lilac \*  
*Fremontodendron californicum* | California Flannel Bush  
*Heteromeles arbutifolia* | Toyon  
*Myrica californica* | Pacific Wax Myrtle  
*Garrya elliptica* | Silk Tassel  
*Rhamnus californica* | Coffeeberry  
*Sambucus* spp. | Elderberry  
*Kniphofia uvaria* | Red Hot Poker  
*Muhlenbergia rigens* | Deer Grass  
*Muhlenbergia lindheimeri* | Lindheimer's muhlygrass  
*Quercus agrifolia* | Coast Live Oak  
*Aesculus californica* | Buckeye

*Muhlenbergia rigens* | Deer Grass  
*Muhlenbergia lindheimeri* | Lindheimer's Muhlygrass  
*Iris germanica* | Iris  
*Agave alba medio picta* | White-Striped Century Plant  
*Agave huachucensis* | Parry's Agave  
*Aeonium 'Cyclops'* | Giant Red Aeonium  
*Cotyledon orbiculata* | Pig's Ear  
*Aloe 'Johnsons Hybrid'* | Aloe  
*Adenanthos drummondii* | Albany Woolybush  
*Leucadendron 'Red Tulip'* | Leucadendron  
*Cussonia spicata* | Spiked Cabbage Tree  
*Libertia peregrinans* | New Zealand Iris  
*Euphorbia myrsinites* | Myrtle Spurge  
*Sedum 'Blue Carpet'* | Sedum  
*Sedum 'Dragon Blood'* | Sedum

restoration palette

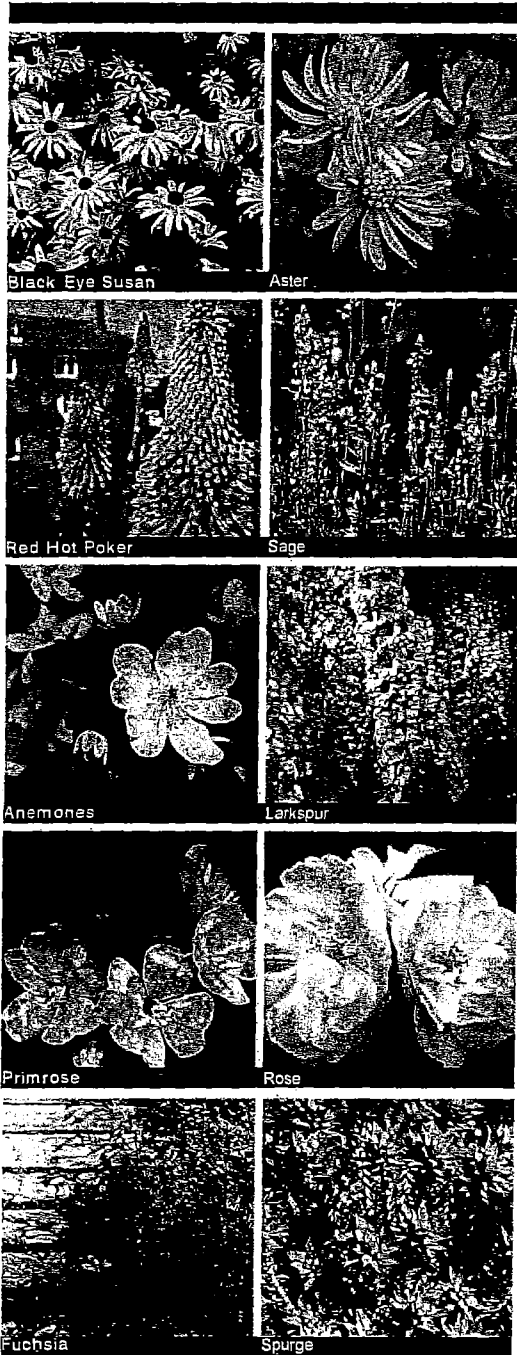


street planting palette



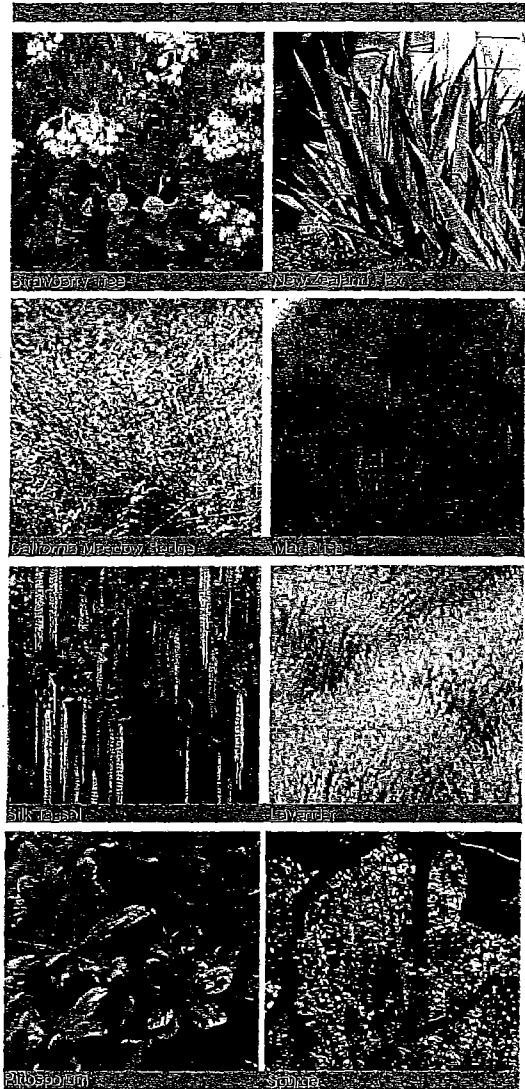
- Zauschneria spp. | Fuchsia
- Rubeckia spp. | Black Eye Susan
- Penstemon spp. | Beard-tongue
- Rosa spp. | Rose \*
- Anemones spp. | Anemones
- Kniphofia spp. | Red Hot Poker
- Delphinium spp. | Larkspur
- Oenothera spp. | Primrose
- Aster spp. | Aster
- Euphorbia spp. | Spurge
- Salvia clevelandii | Cleveland sage \*
- Narcissus spp. | Daffodil \*
- Trachelospermum jasminoides | Star Jasmine \*

flower garden palette



- Carex pansa | California Meadow Sedge
- Carex tumulicola | Berkeley Sedge
- Lavandula spp. | Lavender \*
- Olea europaea 'Little Ollie' | Olive
- Phormium tenax | New Zealand Flax
- Lomandra longifolia | Mat Rush
- Euphorbia spp. | Spurge
- Myrtus communis | True Myrtle
- Garrya elliptica | Silk Tassel
- Arbutus unedo 'Compacta' | Strawberry Tree
- Pittosporum tobira | Japanese pittosporum \*
- Azara microphylla | Boxleaf Azara \*
- Clematis armandii | Evergreen clematis \*

park planting palette



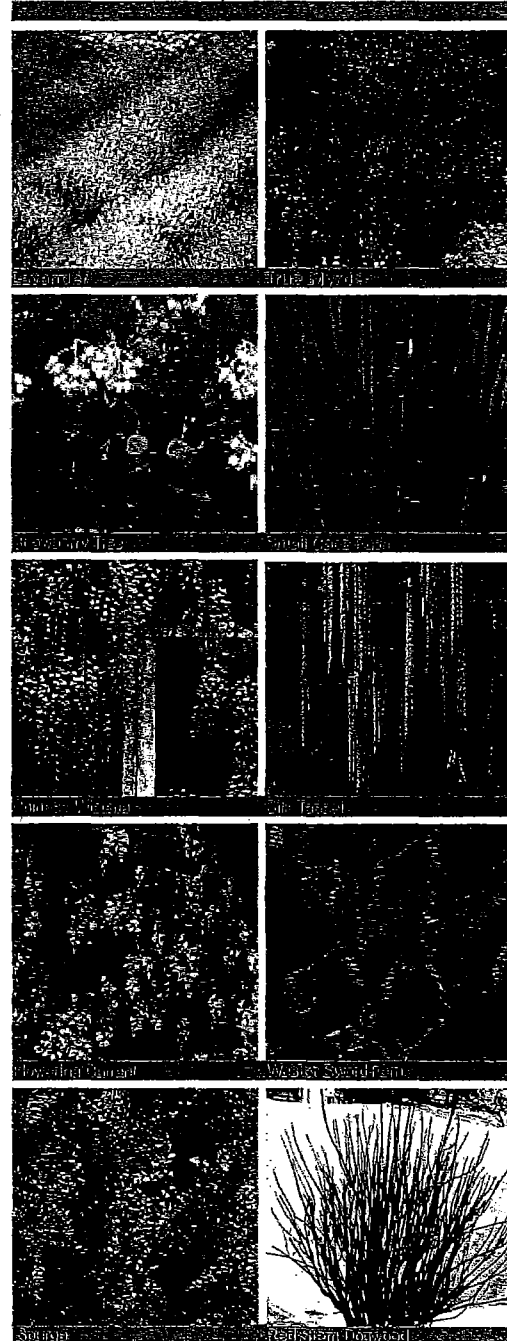
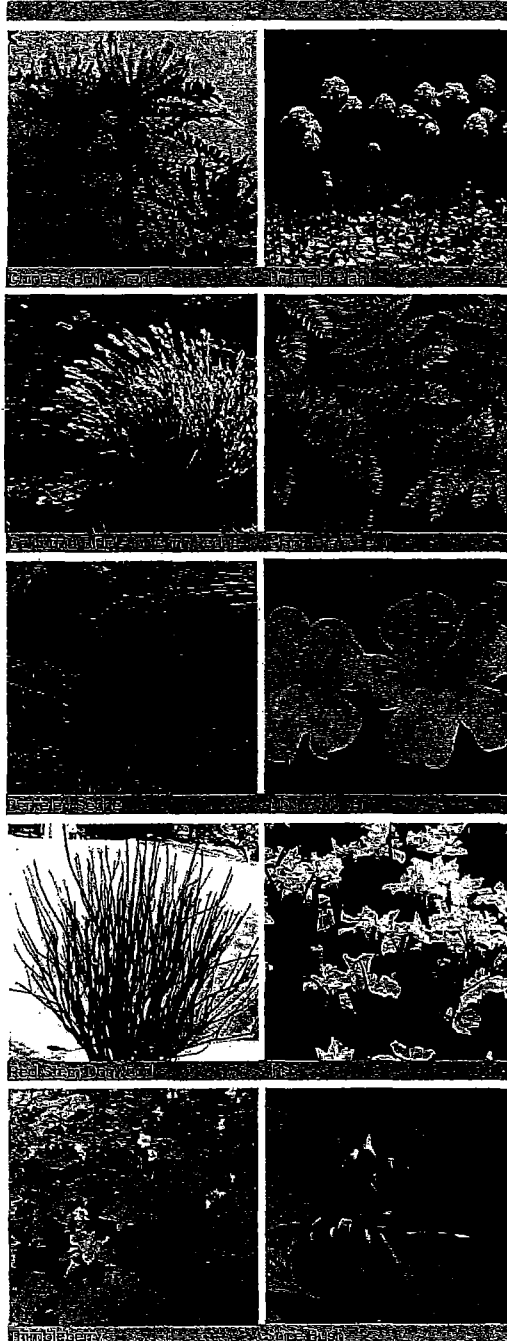
Note: Plants with (\*) have fragrant foliage and flowers.

*Carex tumulicola* | Berkeley Sedge  
*Carex nudata* | California Black-flowering Sedge  
*Carex pansa* | California Meadow Sedge  
*Darmera peltata* | Umbrella Plant  
*Cornus stolonifera* | Red Stem Dogwood  
*Rubus parviflorus* | Tumbleberry  
*Calycanthus occidentalis* | Spice Bush \*  
*Mimulus sp.* | Monkeyflower  
*Elymus Glaucus* | Blue Wildrye  
*Iris 'Canyon Snow'* | Iris  
*Fragaria vesca ssp californicas* | Woodland Strawberry  
*Woodwardia fimbriata* | Giant Chain Fern  
*Mahonia lomarifolia* | Chinese Holly Grape  
*Osmanthus fragrans* | Sweet Osmanthus \*

*Ribes sanguineum* | Flowering Currant  
*Woodwardia fimbriata* | Giant Chain Fern  
*Polystichum munitum* | Western Sword Fern  
*Myrica californica* | Pacific Wax Myrtle  
*Garrya elliptica* | Silk Tassel  
*Arbutus unedo* | Strawberry Tree  
*Myrtus communis* | True Myrtle  
*Wisteria sinensis* | Chinese Wisteria  
*Fragaria chiloensis* | Sand Strawberry  
*Fragaria vesca subsp. Californicas* | Woodland Strawberry  
*Prunus ilicifolia* | Evergreen Cherry  
*Prunus lusitanica* | Portugal Laurel  
*Lavandula sp.* | Lavender \*  
*Chondropetalum tectorum* | Small Cape Rush  
*Euphorbia sp.* | Spurge  
*Cornus stolonifera* | Red Twig Dogwood  
*Iris germanica* | Iris \*  
*Philadelphus lewisii* | Lewis's Mock-orange \*  
*Lonicera spp.* | Honeysuckle \*  
*Clematis montana* | Anemone clematis \*

stormwater management palette

pedestrian way palette



Note: Plants with (\*) have fragrant foliage and flowers.







parks & plazas  
schematic designs





section 3

# parks & plaza schematic designs

Section 3 adds more detail to the sitewide plans of Section 2 by presenting the schematic design of each individual park and plaza on the Schlage Lock site. Each open space is described by the specific design concept that dictated its shape and organization, the types of activities for which it is designed, the character of the spaces created, and a palette of materials (paving, planting, furnishings, lighting, art features).

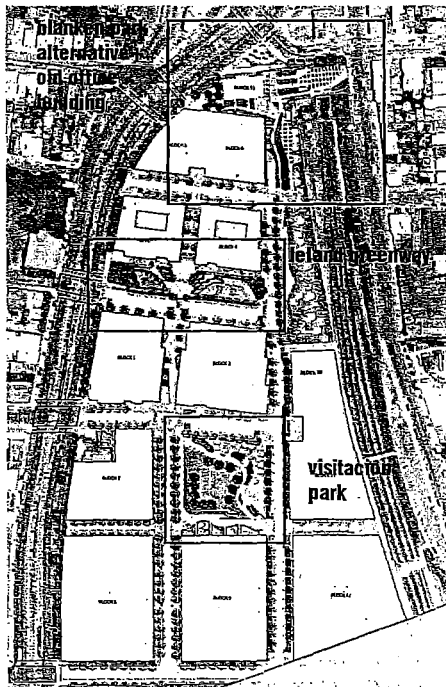
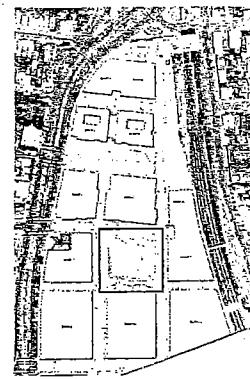
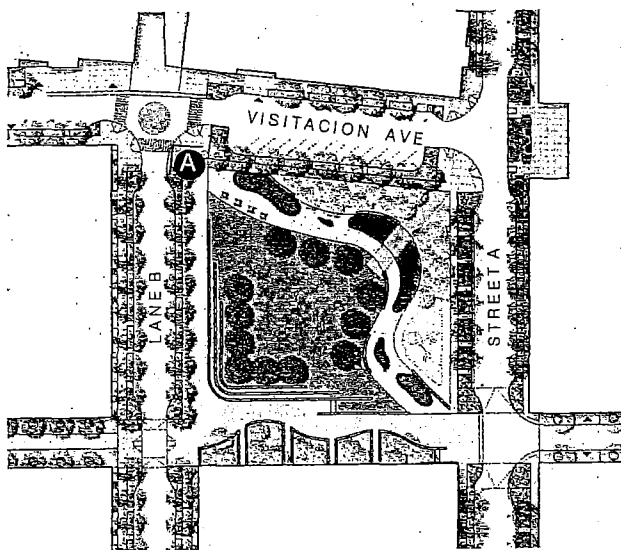


figure 24 | overall site plan

figure 25 | perspective view key



key plan

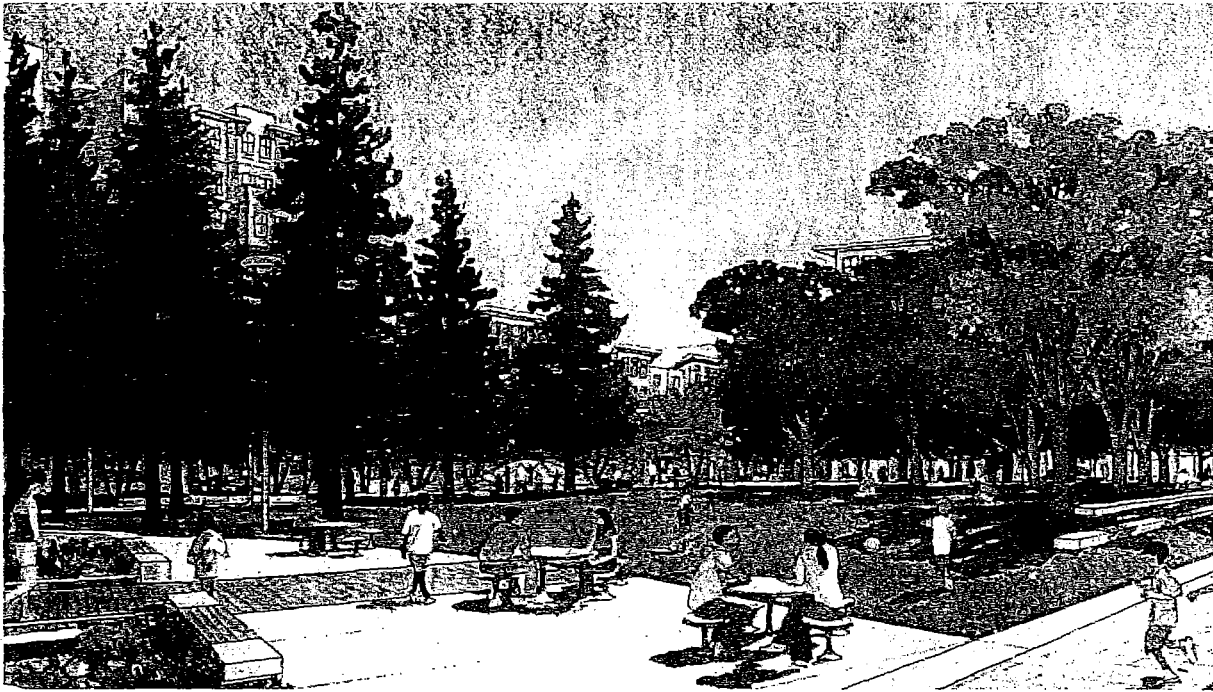


figure 26 | Visitation Park perspective

# Visitation Park

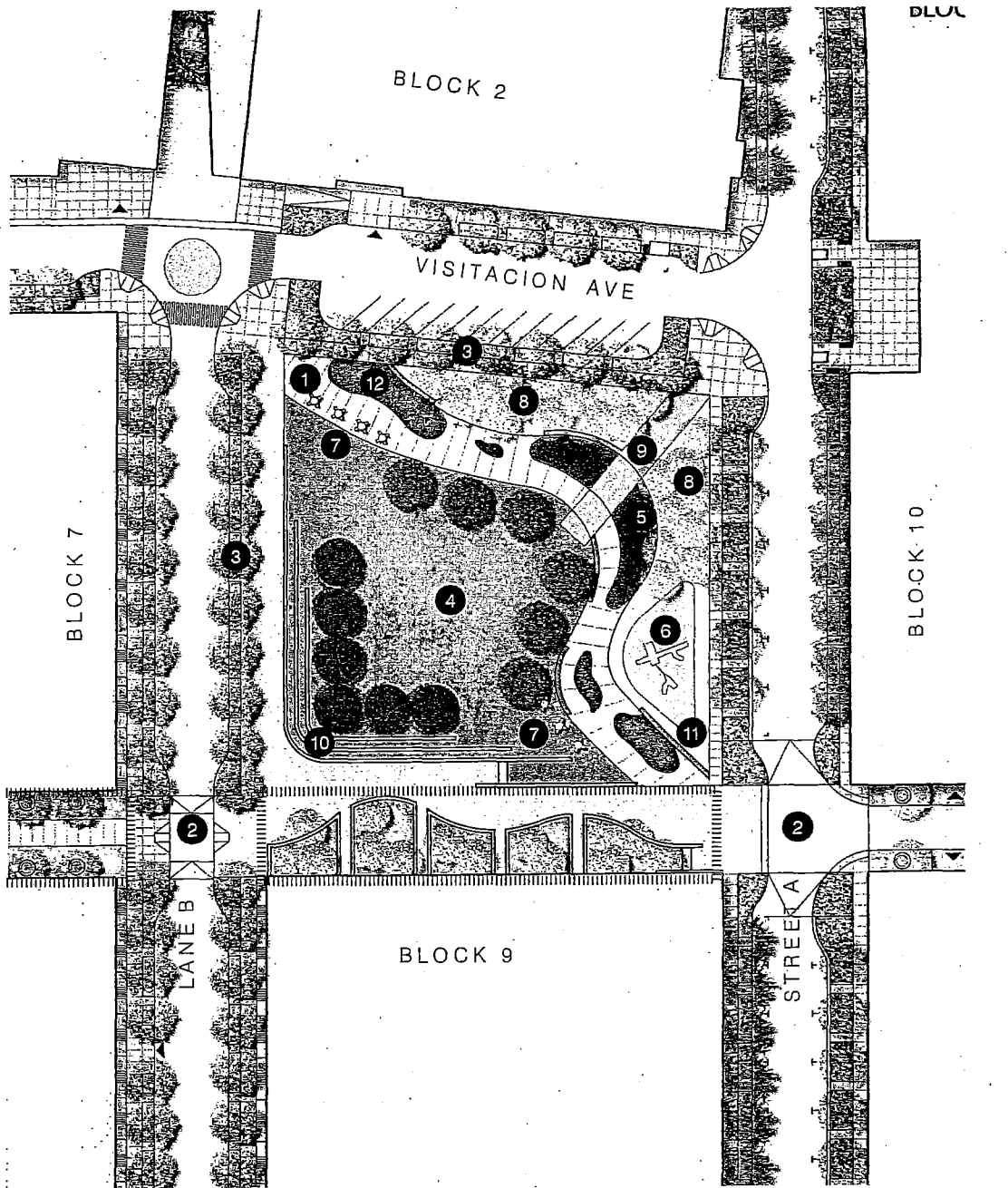
## Design Overview

Visitation Park is located near the center of the Plan Area, bounded by Parcel 9, Street A, Visitation Avenue, and Lane B. It is designed as a flexible and shared open space for multiple uses, and thus is seen as the “family room” for the neighborhood.

The main program in Visitation Park is a multi-use bermed lawn area, which doubles as an informal outdoor amphitheater, softly sloping in a northeast direction as shown in Figures 25, 27 and 28. The seating steps form the high point of the central berm. The steps provide flexible seating and lounging space, edging and activating the widened sidewalk edge at Lane B. The lawn area drains into a swale (detention area) planted with native vegetation located underneath the bridge spanning to the northeast street corner. The bridge is made of composite “wood” for durability, and edged with a low curb for safety. The bottom of the swale should be no more than 30” below the bridge. The bridge allows direct access over the swale area, while the surrounding tree grove is provided with a permeable accessible surface, allowing widespread access to the park from many points.

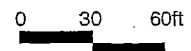
A meandering walkway is bordered intermittently with a seat/art wall and is punctuated with islands of plantings. Along this meandering walkway is a playground (tot lot), picnic sites and chess tables or other amenities as determined during the design development process. An adjacent planted pedestrian path north of Block 9 extends the park and will be further activated by residential stoops flanked by planting.

figure 27: park programming and tree plan



LEGEND

- |                                       |                  |                    |                   |
|---------------------------------------|------------------|--------------------|-------------------|
| 1 path                                | 9 bridges        | fremont cottonwood | red maple         |
| 2 raised intersection                 | 10 seat wall     | olive              | japanese cherry   |
| 3 street planting                     | 11 art wall      | river birch        | catalina ironwood |
| 4 multiuse lawn                       | 12 park planting | deodar cedar       |                   |
| 5 rain garden                         | on structure     | tristania laurina  |                   |
| 6 playground (tot lot)                |                  |                    |                   |
| 7 picnic area                         |                  |                    |                   |
| 8 the grove with DG or similar paving |                  |                    |                   |



## Character and Materials Requirements

The character of Visitacion Park is of one simple, flexible, and inviting space, using warm colors and natural materials. This base design provides a setting for potential public art elements, which can provide the whimsical, unique, and colorful character preferred by the community. Because Visitacion Park is expected to carry a high volume of users, the materials and elements proposed on the following pages are durable, and will acquire interesting patina with the passage of time, while minimizing unnecessary maintenance.

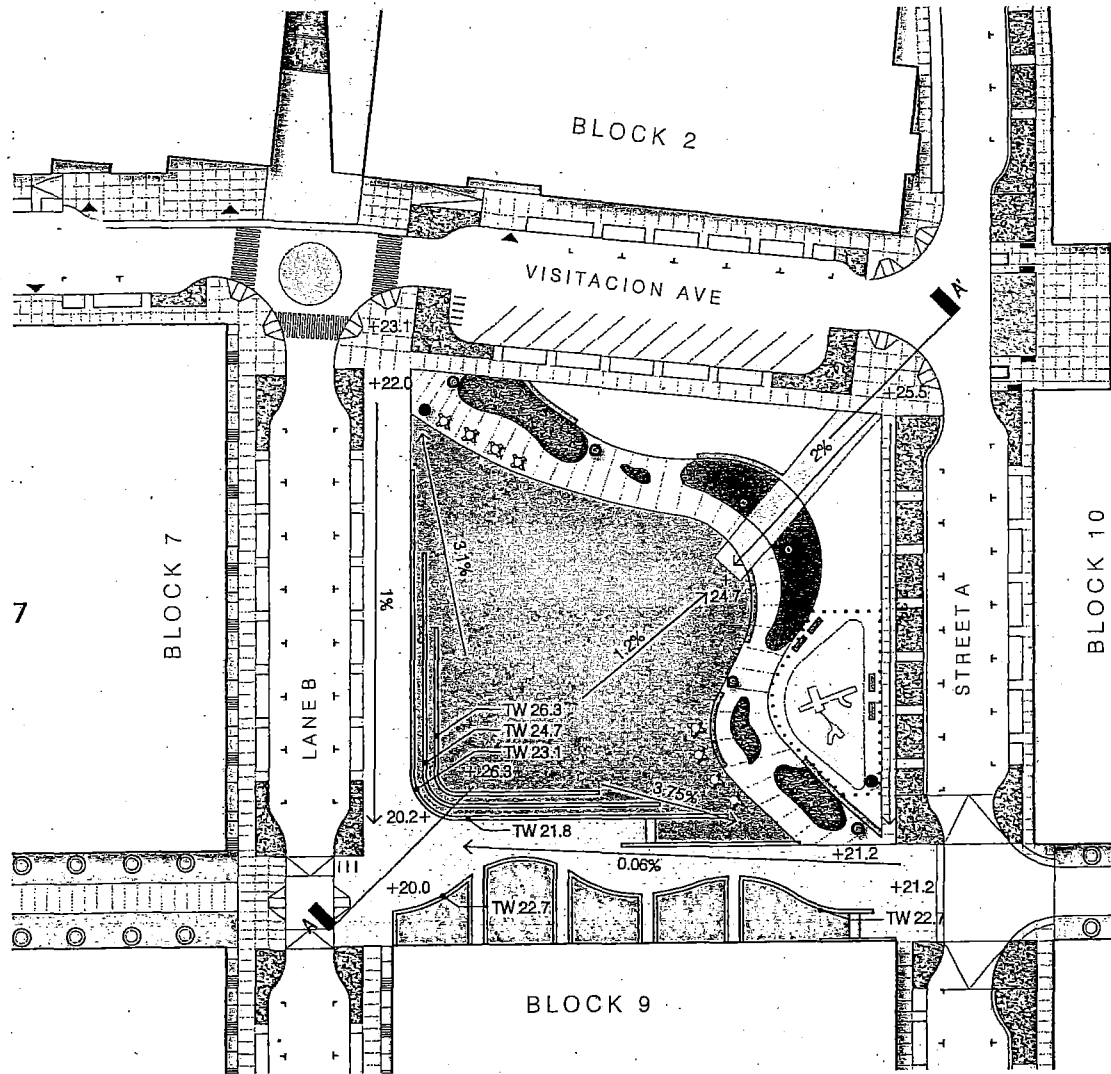
### Recommended Public Art Features

- Seat wall art element—An art element component can trace the meandering seat wall and extends along the length of the seat wall and/or green wall along Street A into the Visitacion Park. The art element could be applied later or be designed as integral to the seatwall and green wall.

### Potential Stormwater Management Strategies

The central stormwater management element for this Plan Area is the central swale. The swale will collect, detain, and slowly absorb water from the lawn, planting areas, adjacent sidewalks, or Lane B, and eventually release it into the standard stormwater system.

figure 28: visitacion park grading, materials, planting type, furnishing and lighting plan

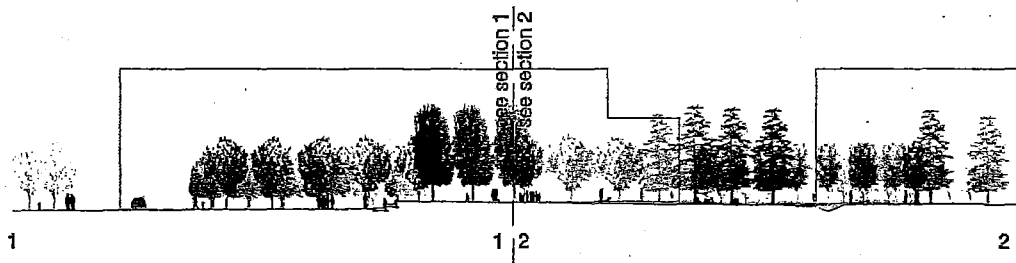


- LEGEND**
- colored concrete path
  - unit paver
  - playground surface
  - composite wood bridge paving
  - decomposed granite
  - bike rack
  - park planting
  - rain garden
  - lawn
  - bioretention cells
  - street planting
  - picnic table
  - trash receptacle
  - step seating with step light
  - built-in seating at wall
  - seat wall and art wall with recessed light
  - park pedestrian light
  - benches
  - playground fencing

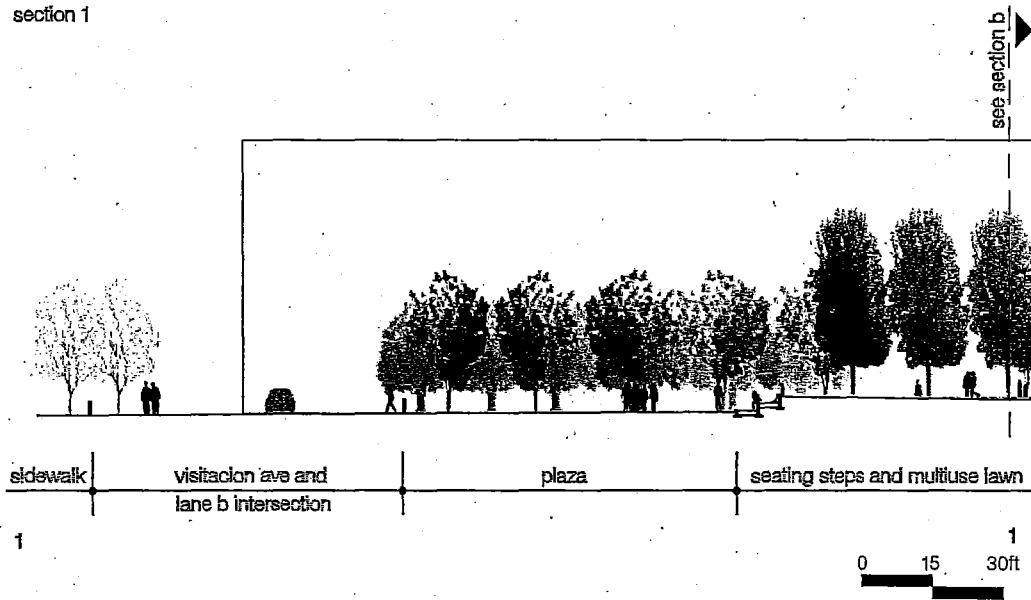
Note: See Leland Ave Section ( Figure 48 on p.81), Lane B Section ( Figure 51 on p.80), Visitation Ave Sections ( Figure 54 on p.86) & Street A Section ( Figure 52 on p.84) for information on streetscape material



overall section A-A'



section 1



section 2

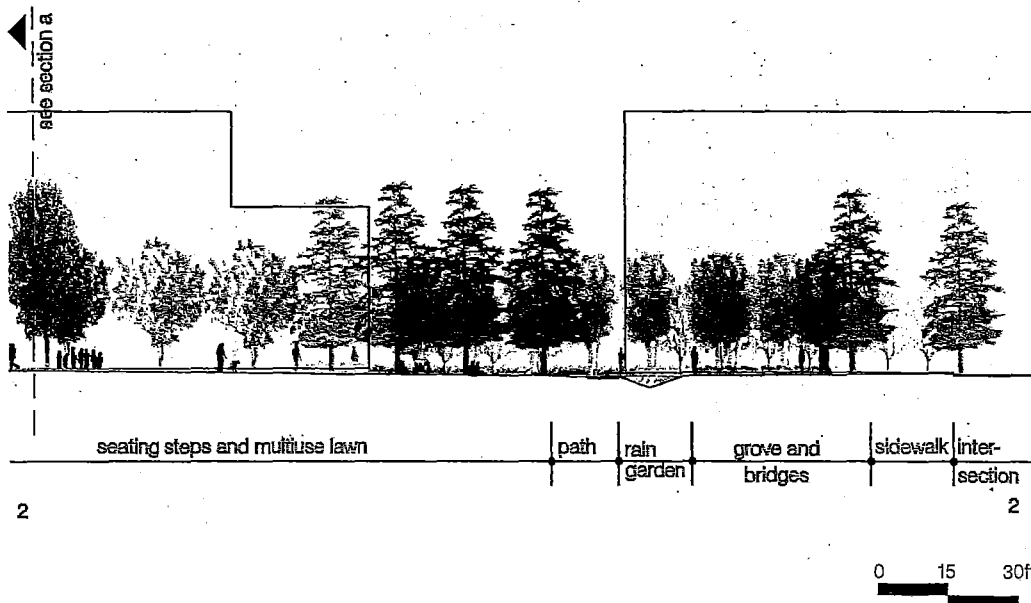


figure 29 | section A-A' | Ieland park section

## Visitation Park palette



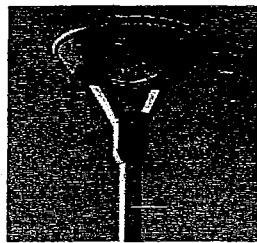
cedar or redwood



rain garden



unit paver plaza



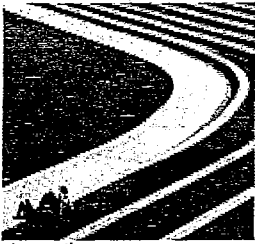
pedestrian pole light



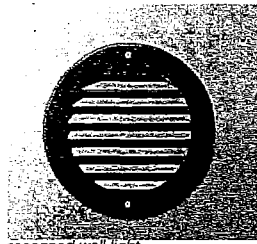
cottonwood



park planting



step seating



recessed wall light



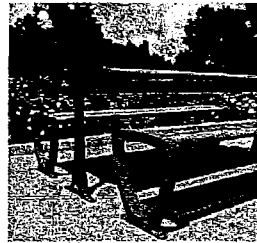
river birch



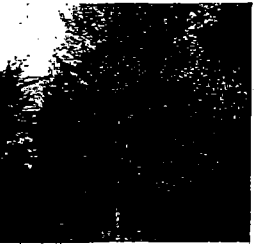
park planting



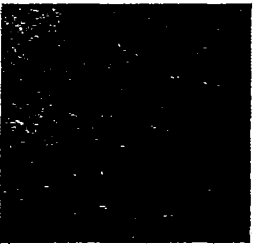
art seat wall



picnic table



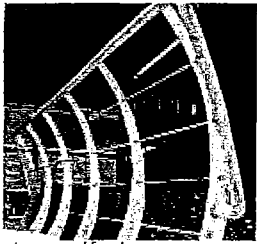
red maple



lawn



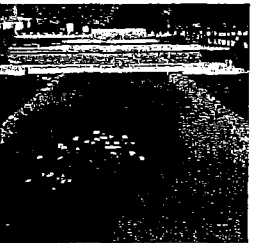
meandering colored concrete path



playground fencing



japanese cherry



bridges across rain garden



tot lot play equipment



bike rack

\*complete potential plant palette provided in section 2's planting strategy (p.31-38)

### Materials and Paving

- Bridge element made from composite wood shall connect the adjacent streetscape into the park.
- Special colored concrete or unit pavers shall be used for the other edges of Visitacion Park.
- The meandering path along the swale shall be built with colored concrete.
- A safety surface, in a single color (preferably matching that of the special colored concrete), shall be used for the playground area.
- Standard concrete shall be used for the curving seating steps along the western edge of the central berm.

### Planting

- Visitacion Park will have a grove of River Birch with decomposed granite or similar surface beneath.
- The bioswale will be planted with rushes and grass varieties.
- At the top and bottom of the landscape berm Fremont Cottonwood & Deodar Cedar will be planted respectively to frame and provide wind protection to the lawn.

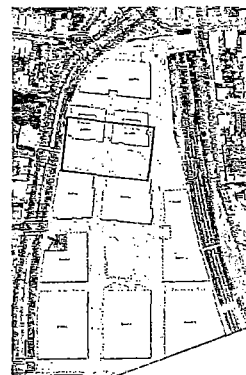
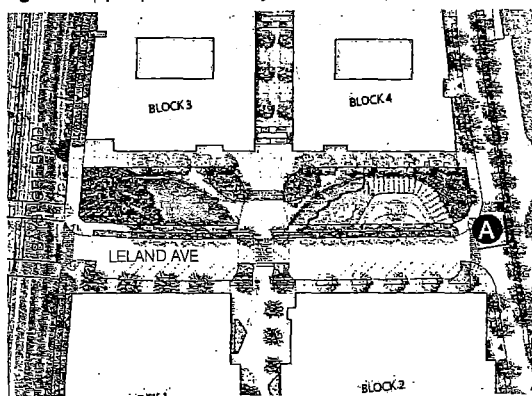
### Furnishings

- Standard bike rack, trash receptacle, picnic tables, chairs, and benches shall be used.
- Single color playing structures shall be used whenever feasible. Plastic structures shall be avoided.
- Fencing around the playground shall be in metal and/or wood to match materials of other site furnishings.

### Lighting

- Step lights shall be provided on the curving seating steps and at key locations of the "art wall."
- The park pedestrian pole shall be used throughout the park, including the playground and the picnic sites.

figure 30 | perspective view key



key plan

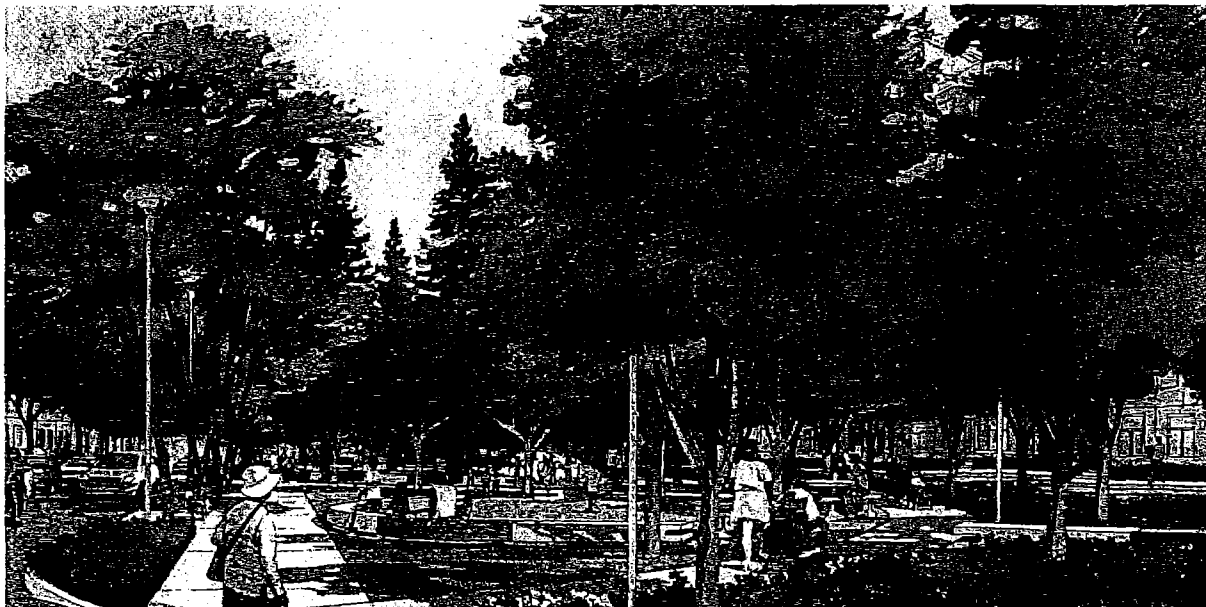


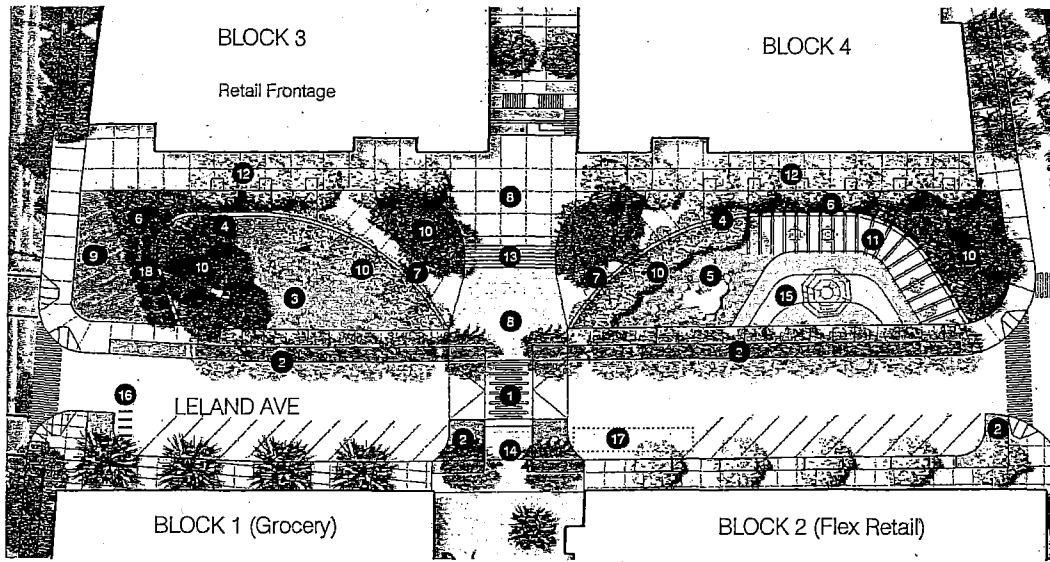
figure 31 |Leland Greenway perspective

## Leland Greenway











### Design Overview

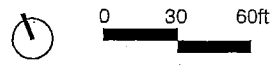
Leland Greenway starts from the corner of Leland Avenue and Bayshore Boulevard and acts as a critical open space link to the existing community and existing businesses on the existing western portion of Leland Avenue. It serves as a terminus for pedestrians crossing Bayshore Boulevard. Leland Greenway will include a paved seating area, a focal wind-driven art sculpture at the Bayshore intersection, and street furnishings that may be enjoyed by patrons of the nearby retail anchor, shops or cafe. The location of this sculpture garden, paired with low shrub plantings and the absence of street trees in this area will ensure that the retail anchor will remain visible to patrons. Layers of windbreak trees and shrub provide additional wind protection to the central open space. 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 a venue for public gatherings and events. 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 a series of highly perforated metal panels potentially made from salvaged materials and planted with vines. The design will reduce the impact of the wind while maintaining to the extent possible visibility throughout and beyond the site to avoid creating a wall and causing safety issues.

figure 32: leland greenway programming and tree plan



LEGEND

- |                                     |                                                                                                               |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------|
| 1 raised crosswalk/ loading         | 15 playground /exploratory play area                                                                          |
| 2 street planting                   | 16 bike parking                                                                                               |
| 3 multuse lawn                      | 17 loading                                                                                                    |
| 4 seating/play wall                 | 18 windbreak shrubs                                                                                           |
| 5 exploratory play area             |  italian stone pine        |
| 6 flower gardens                    |  mexican washingtonia palm |
| 7 sloped walk                       |  brisbane box              |
| 8 plaza/meeting space               |  monterey cypress          |
| 9 wind sculpture                    |  japanese cherry           |
| 10 windbreak grove                  |  catalina ironwood         |
| 11 trellis/covered picnic & seating |  river birch               |
| 12 paseo                            |  red maple                 |
| 13 terraced steps                   |  shrubs                    |
| 14 bulbout for pedestrian crossing  |  tall shrubs               |



The uses along the Leland Greenway change from retail in the west to residential in the east. Given this variety of frontages, the Greenway needs to serve both as an urban plaza, which supports retail visitors and as a green open space with recreational and family amenities. The specific amenities recommended for the Greenway include a wind-driven art sculpture, a windrow (a line of trees blocking wind), a plaza, terraced stairs, a play area, a trellis with seating area, and a barbell-shaped multi-use lawn areas with picnic tables and benches.

### Leland Greenway Alternative

A design alternative for Leland Greenway as shown in Figure 32a is included in this plan to allow the developer flexibility as the phases of the plan develop, as well as to balance the public space opportunities with the evolving needs of retail uses along Leland Avenue. Modeled after South Park (South Park/2nd Street) or Patricia's Green (Octavia/Hayes), this alternative provides slow, 1-way streets on either side of the park that could be designed as shared streets or with lower curbs to increase the connection across the park and between the two sides of the street. 45 degree parking could be included on one side of the street to support retail tenants. It should be noted that the additional space provided to the roadway encircling the park provides more direct access to retail and other uses on the north side of Leland Avenue, but does reduce the amount of usable open space.

Should this design alternative be pursued, two critical design details would need to be further developed. First, the one-way streets would need to be detailed so as to meet requirements for Fire Department access. Second, with the Leland Greenway Alternative, pedestrian safety concerns will need to be addressed in order to mitigate traffic exposure at park access. The street grade and park design would need to be sculpted to allow for pedestrian accessibility and successful programming. While the basic form of this alternative has been reviewed by the community, additional outreach should be conducted to inform any changes in programming and amenities that may arise from selection of this configuration.

### Character and Materials Requirements

The Leland Greenway is designed as a series of public gathering spaces; thus the planting is designed for visibility. As at Visitation Park, the meandering seat wall engages these spaces and becomes an iconic

figure 32a: leland greenway alternative scheme

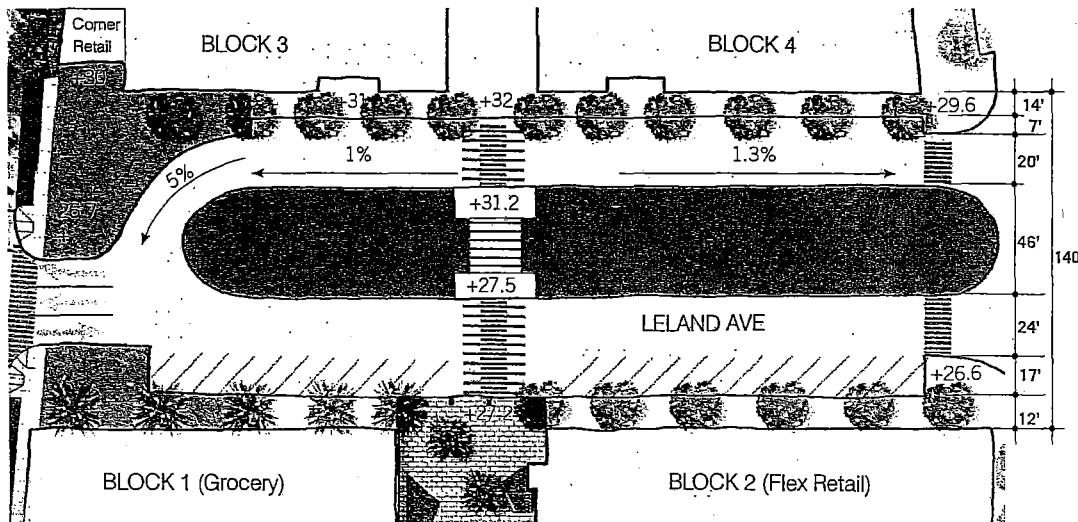
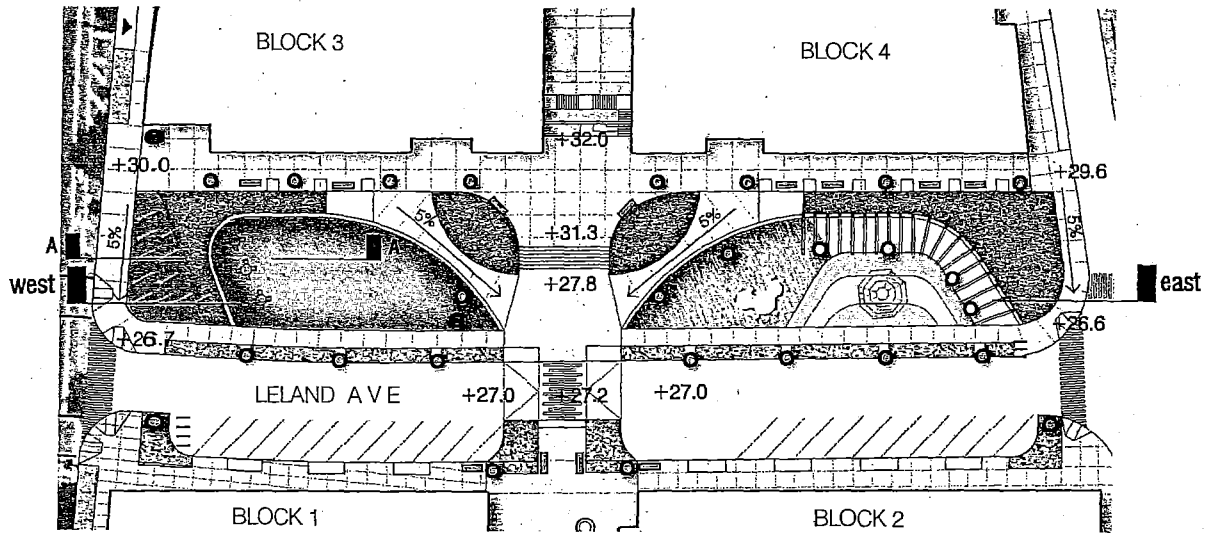


figure 33: leland greenway grading, materials, planting type, furnishing and lighting plan



LEGEND

- |  |                               |  |                       |
|--|-------------------------------|--|-----------------------|
|  | colored concrete path         |  | trellis               |
|  | unit paver                    |  | wind sculpture        |
|  | playground surface            |  | park pedestrian light |
|  | unit paving at sidewalk       |  | trellis down light    |
|  | park planting                 |  | trash can             |
|  | street planting               |  | bench                 |
|  | lawn                          |  | bike rack             |
|  | bioretention cells            |  |                       |
|  | picnic table                  |  |                       |
|  | seat wall with recessed light |  |                       |
|  | no mow lawn                   |  |                       |

Note: See Leland Street Section (Figure 48 on p.80) for information on streetscape material

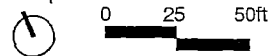
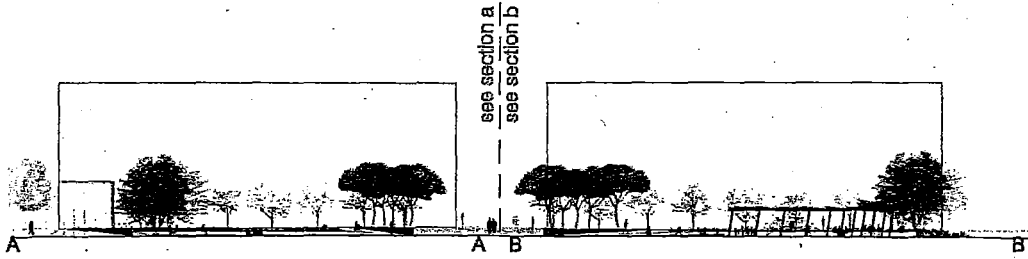


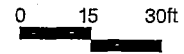
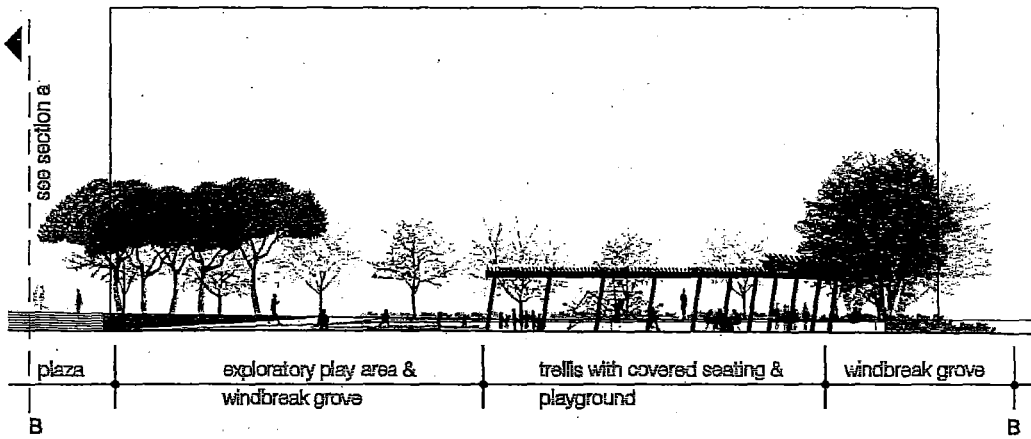


figure 34 | Leland Park section

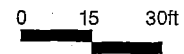
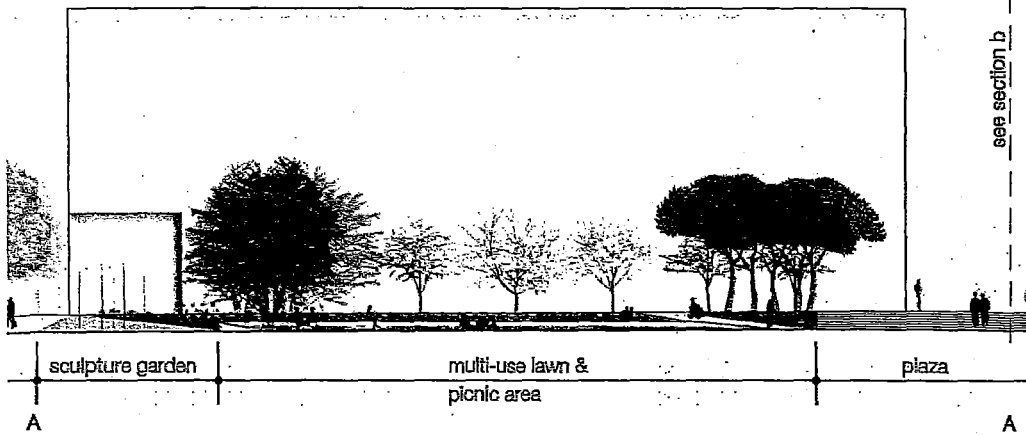
overall section

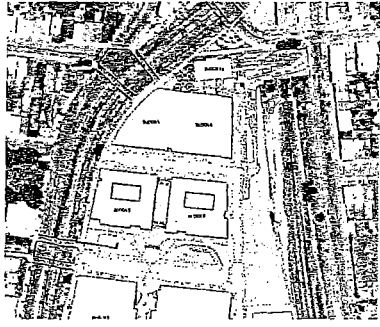


section east



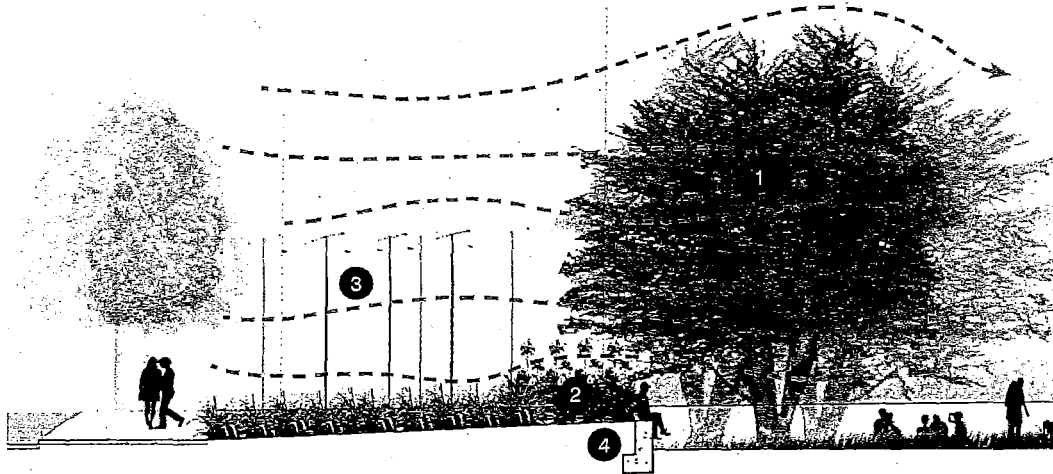
section west





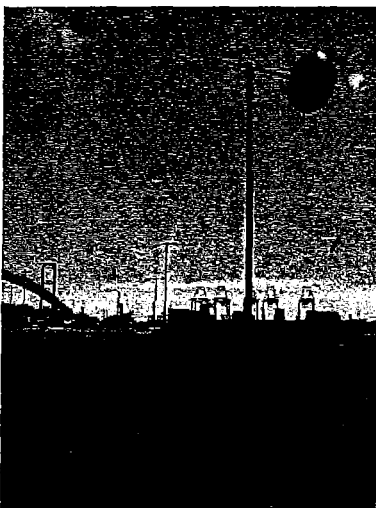
key plan

figure 34A | Leland Park section A



LEGEND

- 1 windbreak grove
- 2 windbreak tall shrubs
- 3 wind sculpture
- 4 seating/play wall



Wind Ensemble/ Doug Hollis

expression of neighborhood character. An art element may be applied or designed as integral to the design of the seat wall.

The selection of materials and furnishings for the Leland Greenway is as follows:

#### Recommended Public Art Features

- Art Element to Seat Wall—Refer to the Visitacion Park section (page 43) for details.
- Shade Trellis—A custom-designed trellis structure made with materials that celebrate the past, present and future of the site and provide wind protection.
- Sculptural Art Element—Located near Leland Avenue and Bayshore Boulevard, this focal/gateway element shall be designed to be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.
- Exploratory Art Element- An whimsical art piece that engages children to play and explore.

#### Potential Stormwater Management Strategies

Bioretention cells are planting area capable of withstanding short-term inundation from stormwater. Like the other swale/ stormwater detention areas, it will collect, detain, and cleanse water from Leland Ave to slowly release it into the standard stormwater system after 24 hours.

#### Prevailing Wind Management Strategies

There will be a three step approach to dealing with northwest prevailing winds at Leland Greenway as shown in figure 34A. The first is to gently berm the earth 18"-2' high, to be retained with a concrete seat/art wall. Secondly, low windbreak shrubs will be planted at the top of the berm, creating a 3' - 4' high wind protected area for seating on the multi-use lawn at the base of the seatwall. Finally, Monterey Cypress trees, which will grow to be at least 25' high, will be planted to form a larger windbreak to dissipate the wind for park areas to the east. A wind sculpture, along with carefully located trees, would be a functional amenity which grows out of the environmental conditions of the site.

While it is important to shelter park users from the prevailing winds, it is equally important to maintain visibility for security and to insure the success of the retail on Leland Avenue. Sculptural Art Element—Located near Leland Avenue and Bayshore Boulevard, this focal/gateway element shall be designed to be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.

- Exploratory Art Element- An whimsical art piece that engages children to play and explore.

#### Potential Stormwater Management Strategies

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#### Prevailing Wind Management Strategies

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While it is important to shelter park users from the prevailing winds, it is equally important to maintain visibility for security and to insure the success of the retail on Leland Avenue.

## Leland Greenway palette



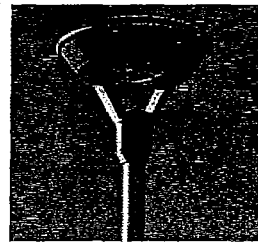
*Monterey Cypress*



*bioretention cells*



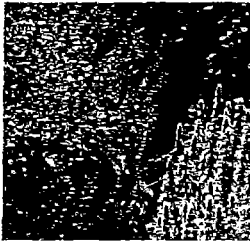
*no-mow lawn*



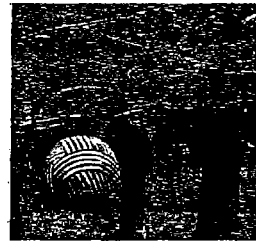
*pedestrian pole light*



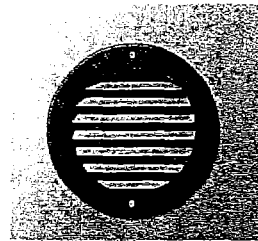
*Catalina Ironwood*



*flower garden*



*public art sculpture*



*recessed step light*



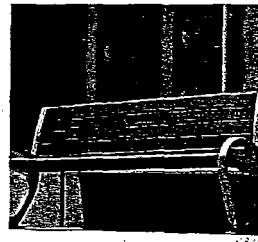
*river birch*



*park planting*



*art seat wall*



*prefabricated bench*



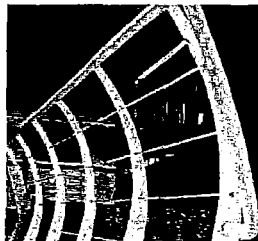
*Japanese cherry*



*windbreak grove*



*teen-age play equipment*



*playground fencing*



*red maple*



*reclaimed-wood exploratory play*



*school-age play sculpture*



*trellis/covered seating*

\*complete potential plant palette provided in section 5- planting strategy (p.31-38)

#### Materials and Paving

- Unit pavers matching the unit pavers used in Visitacion Park, shall be used on the plaza at the intersection of Lane B mews.
- Color concrete matching the color concrete used in Visitacion Park shall be used at ramp, stair and residential porch in front of Parcel 3 & 4.
- A safety surface, shall be used for the play area.
- Decomposed granite or colored concrete, tan in color, shall be used for all the interior pathways in the Greenway.

#### Planting

- A backbone of evergreen shrubs shall shelter additional plantings of flowering perennials.
- All understory planting should be less than 3 feet in height and maintain clear sight lines.
- Palm trees will mark the Lane B mews into the Greenway

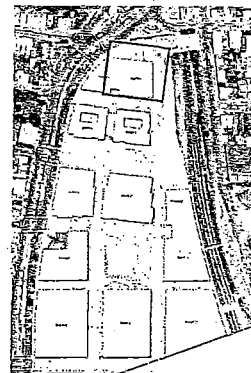
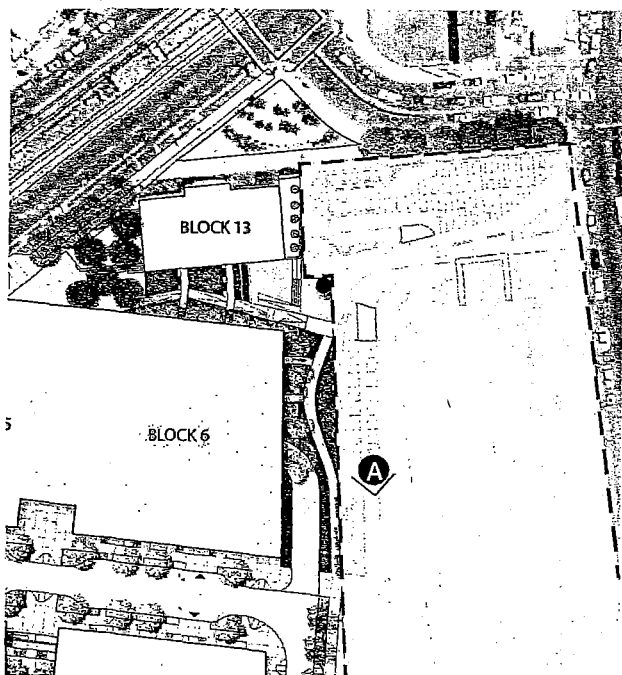
#### Furnishings

- Standard bike racks, trash receptacles, picnic tables, chairs, and benches shall be used.
- Sculptural structures for passive playing activities shall be used; ideally plastic ones shall be avoided.
- Trellis and seating area shall be on one side of the play area.

#### Lighting

- Step light shall be provided at key locations of the seat wall (art wall).
- Park pedestrian poles throughout the Leland Greenway shall be frequent enough to meet safety levels.
- Special downlights shall be used on the trellis.

figure 35 | Perspective Key



key plan

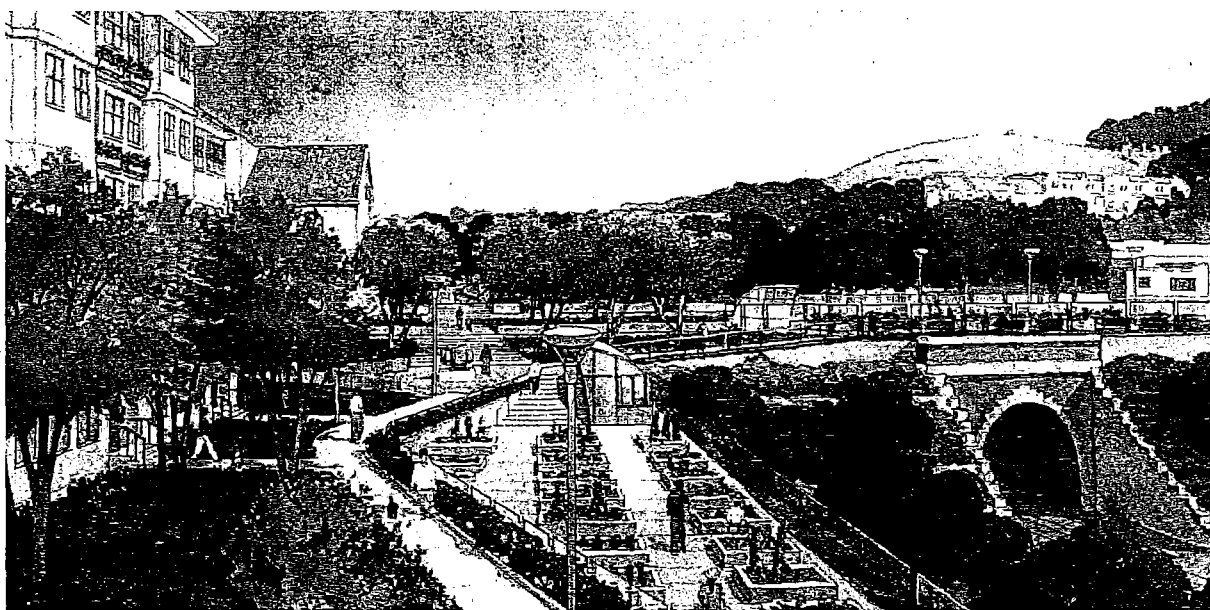


figure 36 | Blanken Park Alternative and Old Office Building Plazas Perspective

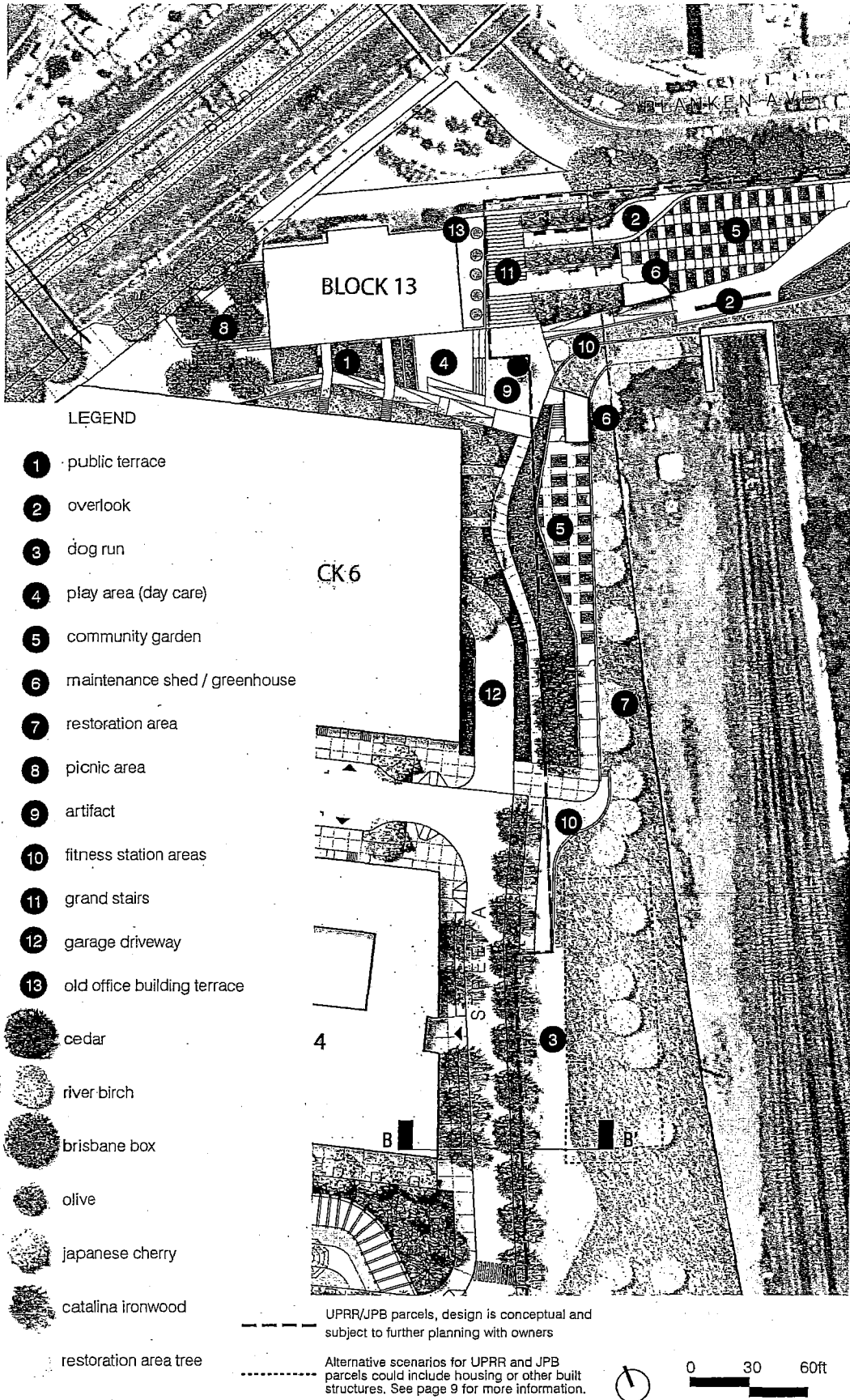
## Old Office Building Plazas and Blanken Park Alternative

### Design Overview

Alternatives for Blanken Park and the Old Office Building Plaza, could form one of the Plan Area's main parks. Together, they could serve as the terminus and gateway to the Plan Area's open space system. The Blanken Park alternative concept depicted in this document does not preclude other uses allowed, as-of-right or with a conditional use, by the underlying M-1 zoning on parcels 5087/004 and 5087/005 owned by UPRR or the JPB, respectively. Changes in height, zoning or use on all maps in this document depict only one of several conceptual alternatives and are subject to further planning with the property owners.

Blanken Park is located at the corner of Blanken Avenue and Tunnel Road, above the railroad tunnel located on the northeast corner of the Plan Area and extending south between the west side of the tracks and the east side of Parcel 6. The open space above the tunnel presents some limitations and some unique opportunities given its on-structure condition. It has loadbearing capacity restrictions and some recreational programs are incompatible with railroad safety, but it is also the only portion of the Plan Area where food production

figure 37: Old Office Building plaza and Blanken Park Alternative programming and tree plan







(above) figure 38 | Old Office Building grading diagram

may be possible. Two separate enclosed areas for community gardens above and adjacent to the tunnel are proposed. Additionally, these sites have not yet been tested for potential contaminants that may restrict food growing. It is important to note that Blanken Park is not within the Schlage Lock Developer's ownership, thus it is potentially subject to additional restrictions imposed by JPB and UPRR, its current owners.

The design of the area above the tunnel is a resolution of request by the community for food-growing opportunities, and requests for this area to be accessible to all members of the public, with a public viewing terrace and a generous walkway to connect the park to Little Hollywood. If the community garden is determined as infeasible, unpopular or impractical to the community or property owners, this area shall be redesigned to accommodate a fully public program. The walkway ramps down to one of the plazas, then continues as a more gentle slope between the southern community garden and the stoops and landscaped edging Parcel 6. The building parcels along the tracks between Raymond and Leland Avenues are designated as open space: buffer planting and security fencing along the tracks with fitness stations and a small fenced dog run. The slope treatment from the security fencing down to the tracks is recommended to be a vegetated reinforcement system, to appear as a planted slope, per community preferences. Further design study will confirm whether this approach is feasible.

Plazas comprise the open spaces directly surrounding the OOB. The triangular plaza area north of the OOB was recently rebuilt by MUNI, and is not part of the Plan Area. Because the building is built into the slope, as shown in Figure 38, there are significant grade changes that required careful study to best design for the needs of circulation, indoor/outdoor programming, and sight lines. The solution proposed is a cascading series of terraces and ramps. These spaces will be intimately linked to the future OOB program and redevelopment, and will need further refinement during later design when the ultimate programming for the OOB is more clear. These terraces and spaces are as follows:

- The triangle "Bayshore Plaza" on the west side of the OOB is perfect for a generous bus-stop area and outdoor seating.
- A series of lawn or plaza terraces between the OOB and the residential Parcel 6 could be programmed for outdoor classrooms, day care play, or other uses associated with the OOB.
- A generous stairway, with adjacent terraces connecting landing to sidewalk grades, acts as both gateway and terminus to the Schlage Lock site, leading to a central plaza area below, at the crossroads of pedestrian paths connecting into the greater community. The foot of the stairs is proposed as location for artifacts from the historic Schlage Lock factory or the railroad. This central plaza will also be the "trailhead" for a series of fitness stations along the Street A corridor. The stairs could also be used as part of a comprehensive fitness program.

figure 39: Blanken Park Alternative grading, materials, planting type, furnishing and lighting plan

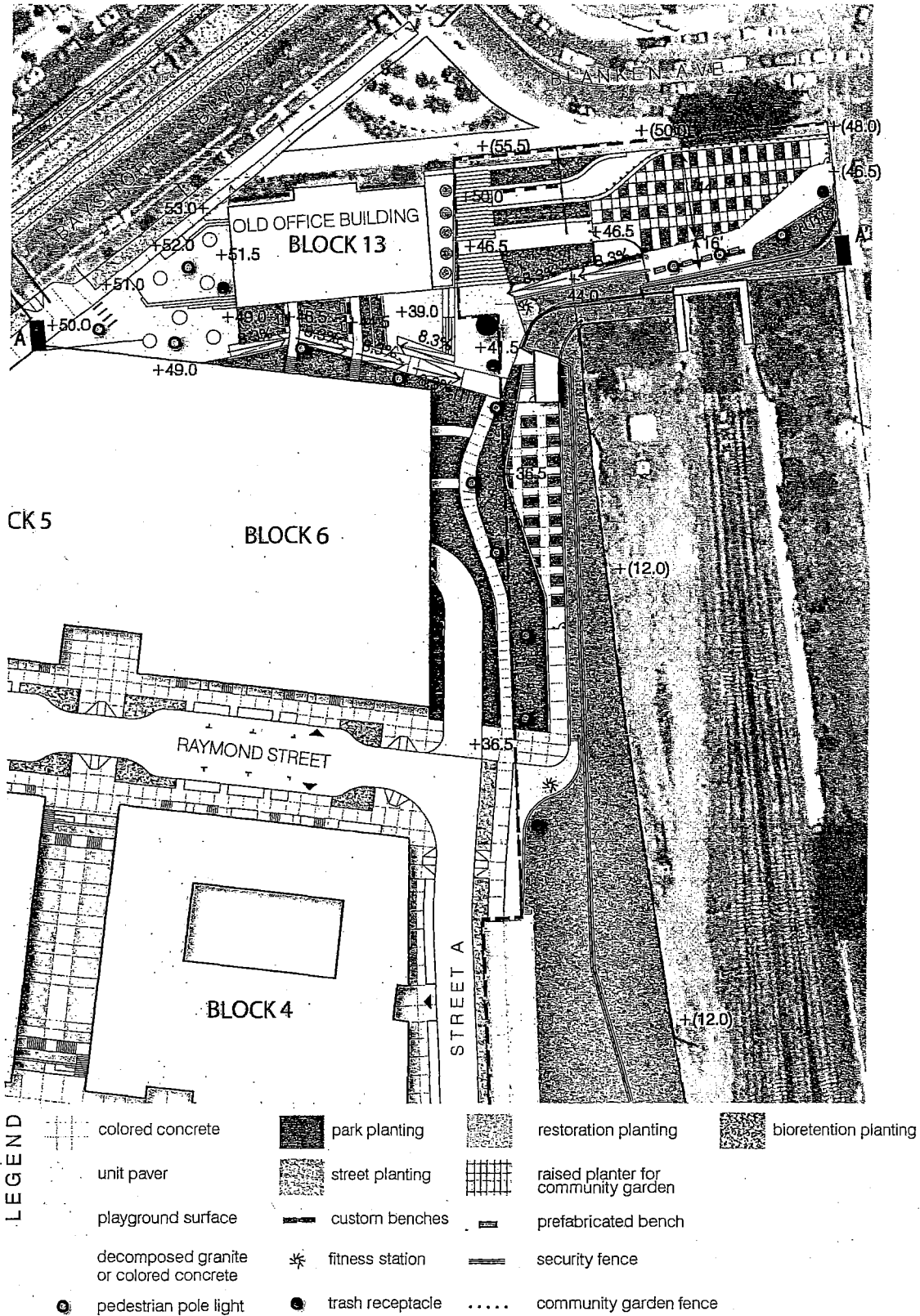
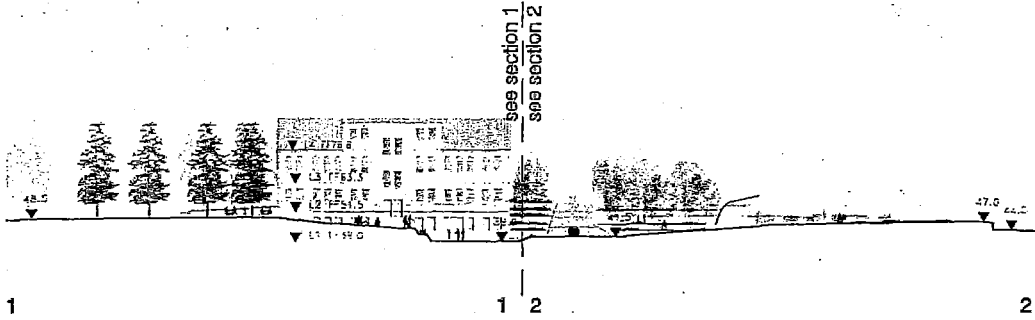
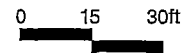
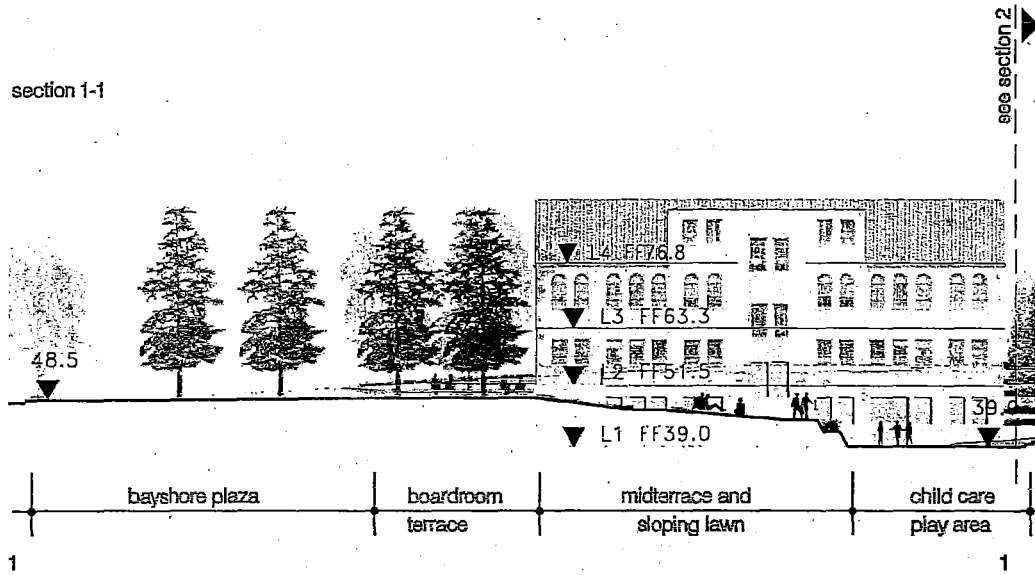


figure 40 | section A-A' Blanken Park Alternative section

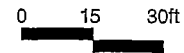
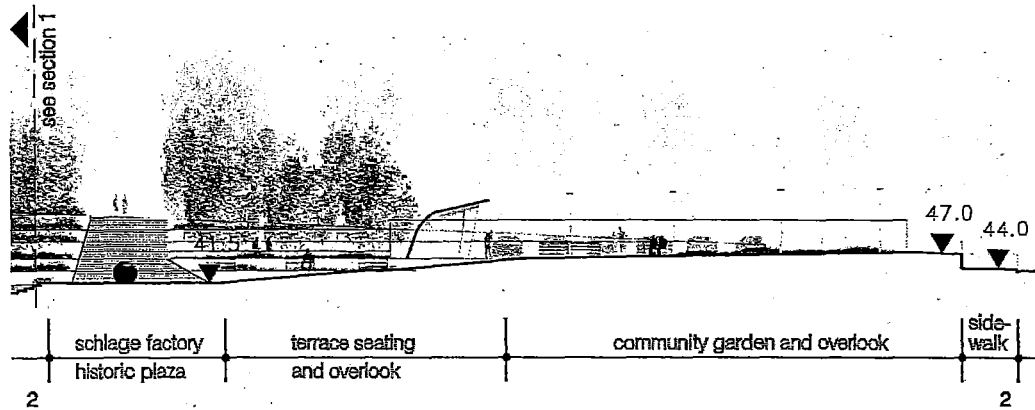
overall section A-A'



section 1-1

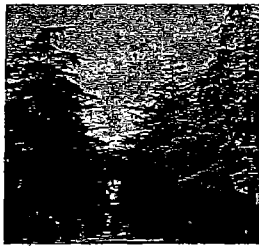


section 2-2



Note: See Raymond Ave Street Section ( Figure 60 on p. 92) & Street A Section (Figure 49 on p.82) for information on streetscape material

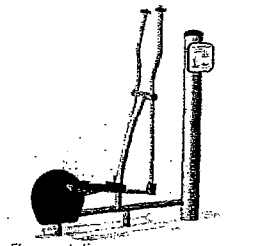
Palette for Old Office Building plazas and Blanken Park alternative



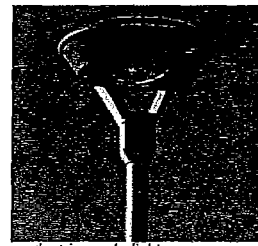
cedar



restoration planting



fitness station



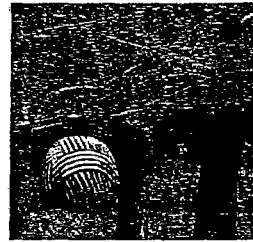
pedestrian pole light



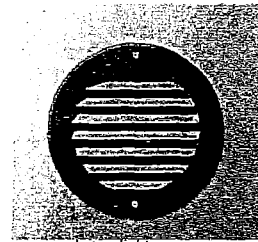
catalina ironwood



rain garden/stoop planting



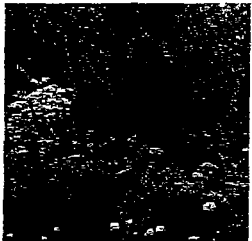
public art



recessed step light



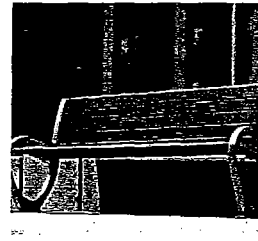
river birch



park planting



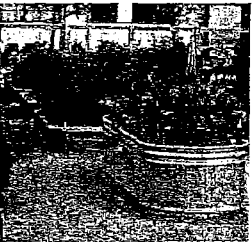
dog run



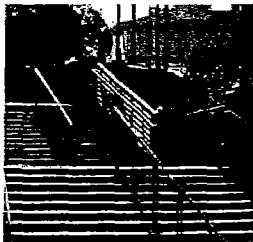
prefabricated bench



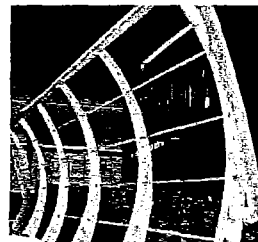
southern magnolia



raised planters



grand stair



playground fencing



red maple



vegetated reinforced slope



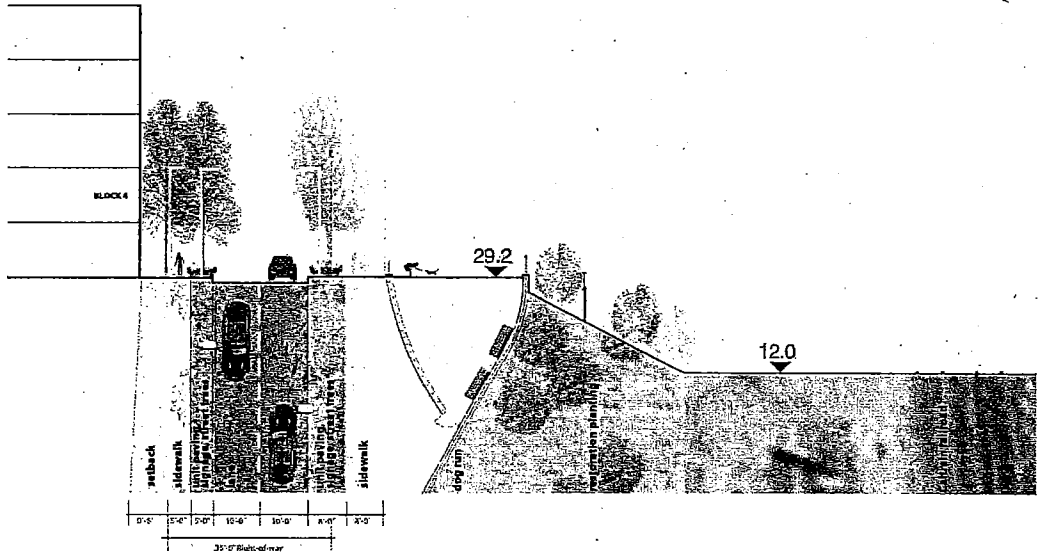
playground surfacing



security fencing

\*complete potential plant palette provided on pages 31-38.

figure 41 | section B-B' Dog Run Park section



- Seating and paths along and above the tunnel, as well as seating/picnic terraces adjacent to the stairs take advantage of panoramic views from the stairs.

### Character and Materials Requirements

The character of the Blanken Park/OOB Plazas is dictated in great measure by the aesthetics of the OOB itself and the railroad, both visually prominent in the space. The character of these spaces should capture the essence of the Schlage Lock factory era and the robustness and industrial character of the railroad, while providing special community amenities as shown in Figure 38.

#### Recommended Public Art Features

- Salvaged Elements from the Schlage Lock Factory: Reused, reinterpreted salvaged elements from the Schlage Lock factory in the plazas; and/or interpretive signage describing the original location and function of each element.
- Fence Enclosure: Custom-designed fence for the community garden areas, including gate and tools shed

#### Potential Stormwater Management Strategies

Rain gardens may be interspersed throughout the planting area of the park to accommodate treatment needs. Also, there is the

potential to capture rainwater from the roof of the OOB into a cistern, and highlight this as an educational feature. This will be further studied during later programming and design of the OOB remodel.

#### Materials and Paving

- Decomposed granite, unit pavers or colored concrete shall be used on community gardens.
- Colored concrete shall be used on the OOB plaza terraces if they are used for outdoor classrooms, and in the conceptual Blanken Park alternative overlook area.
- Pathways and ramps are proposed with colored and standard concrete.
- Retaining walls are proposed to be vegetated, with reinforced slopes.

#### Planting

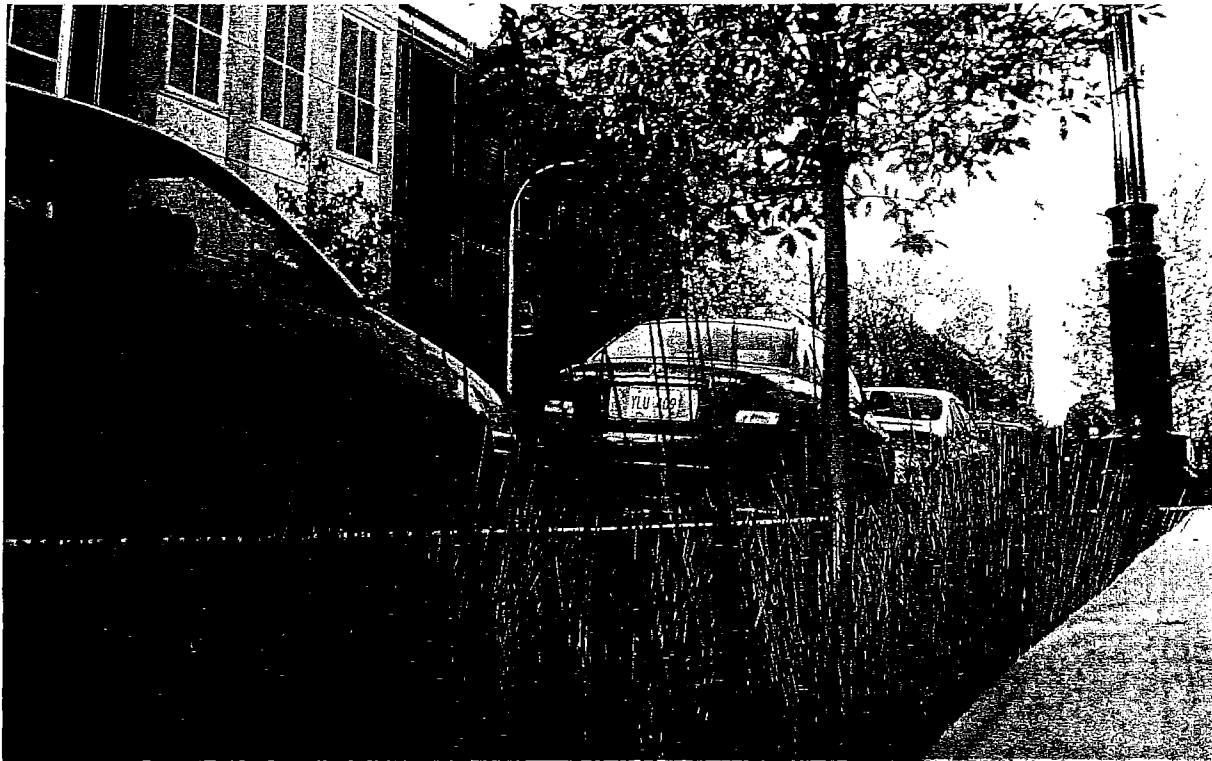
- A bosque of olive trees is proposed on the terraces near the grand stairway.
- The main planting typology of this area is the park planting, which includes midsize canopy trees such as deodar cedar, catalina ironwood, and river birch and an understory that can sustain shade.
- The buffer planting in this area is recommended with the use of coast live oak and drought-tolerant shrubs planted in soft curving patterns.
- Lawn or no-mow lawn are optional materials instead of colored concrete for the OOB plaza terraces, if it is more appropriate once the building's program and interior design is further developed.

#### Furnishing

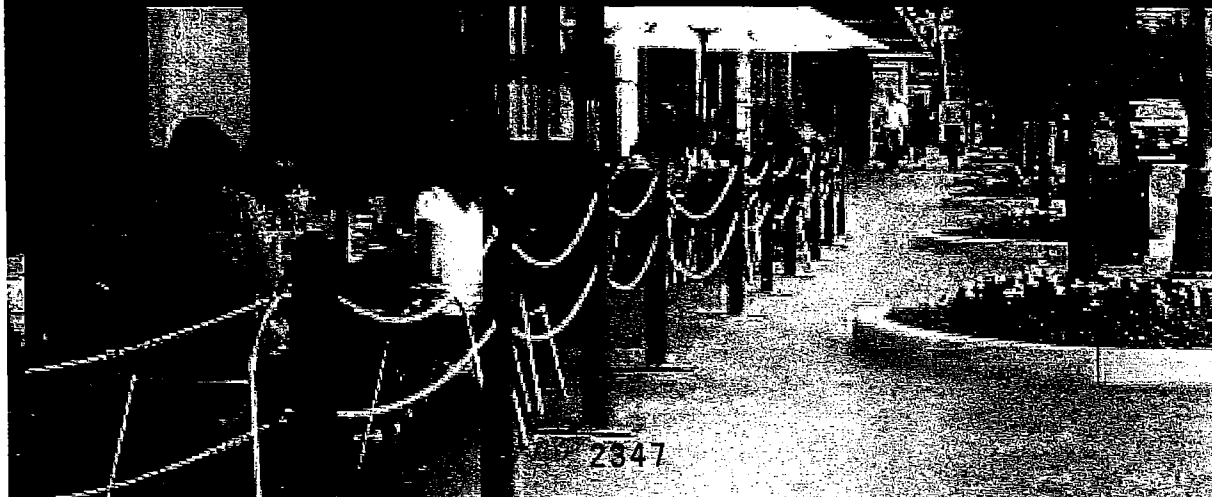
- Standard bike racks, trash receptacles and benches shall be provided.
- Custom picnic tables and chairs, ideally designed by local artists or artisans, are recommended.
- Steel handrails with simple lines shall be used, providing timeless aesthetic.

#### Lighting

- Step lights shall be installed on the grand stairway.
- Park pedestrian light poles shall be installed throughout the Blanken Park alternative design and Plazas.
- Wall-mounted downlights shall be installed on the terraces between the OOB and Parcel 1B.



streetscape  
design







## section 4

# streetscape design

This section describes the streetscape designs for the Plan Area. The overall streetscape hierarchy, right-of-way dimensions, and the landscape concept and character for each street type are described and materials palettes (paving, planting, furnishings, lighting, art features) are recommended. This section builds upon the sitewide strategies and plans found in Section 2.

## overall streetscape master plan

The overall design concept for the streetscape in the Open Space and Streetscape Master Plan, as seen in Figure 42, encourages a highly walkable and pedestrian-friendly environment, with stormwater management wherever feasible, and conveys a unique character reflective of the Plan Area's locale. This is achieved by using accent paving materials strategically; proposing trees and other planting for shade, texture, color, wind protection, and visibility; and providing adequate lighting levels to assure safety. Pedestrian routes through the Plan Area is a major consideration for many of the major design moves. The seat wall/art wall/green wall connects Leland Greenway down through Street A to the Visitacion Park and toward Brisbane. The pedestrian pathway between Parcels 1&2 also highlight this connection and enhance the pedestrian experience between Leland Greenway and Visitacion Park. Street A's staggered line of red maples note this street as a north-south pedestrian route.

Streets will be consistent with the intent, character, and spatial proportions of the street sections for mixed-use and residential streets shown in the D4D. Sidewalk widths in mixed-use areas will support restaurant and retail uses. Streetscapes on residential blocks will also create buffers from the vehicular traffic through landscaping, building setbacks or raised building entrances.

Vehicular circulation is organized to connect to the existing hierarchy of surrounding city streets. The Plan will extend Leland Avenue as the primary pedestrian entrance and retail spine of the development across Bayshore Boulevard. Visitacion and Sunnydale Avenues will also continue across Bayshore Boulevard into the Plan Area, serving as the primary vehicular entrances into the Plan Area. There will be two new north-south streets, Street A and Lane B, connecting the Plan Area to the future Brisbane Baylands development to the south. The street hierarchy and associated setbacks are shown in Figure 43.

figure 42: overall streetscape master plan

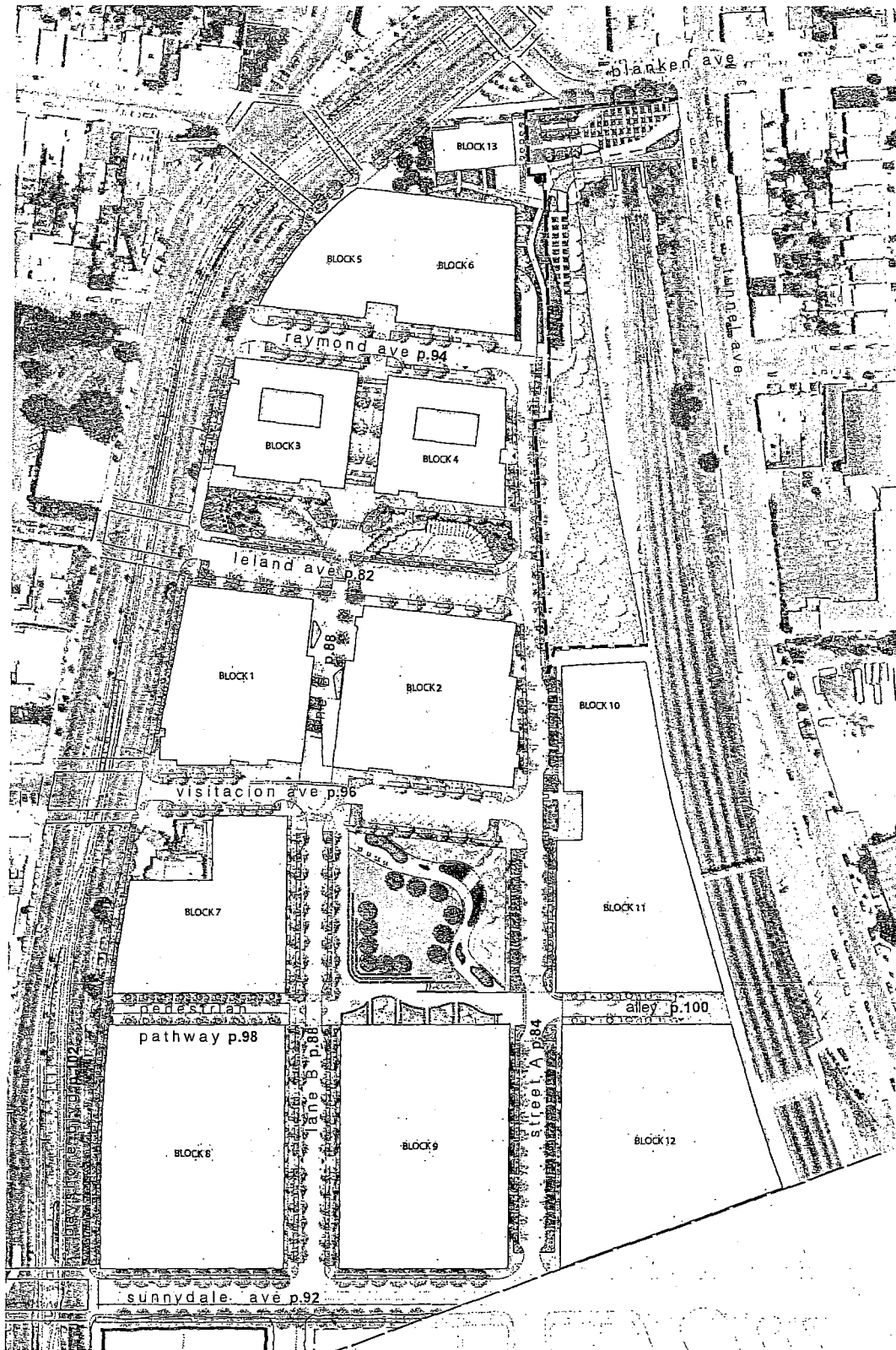
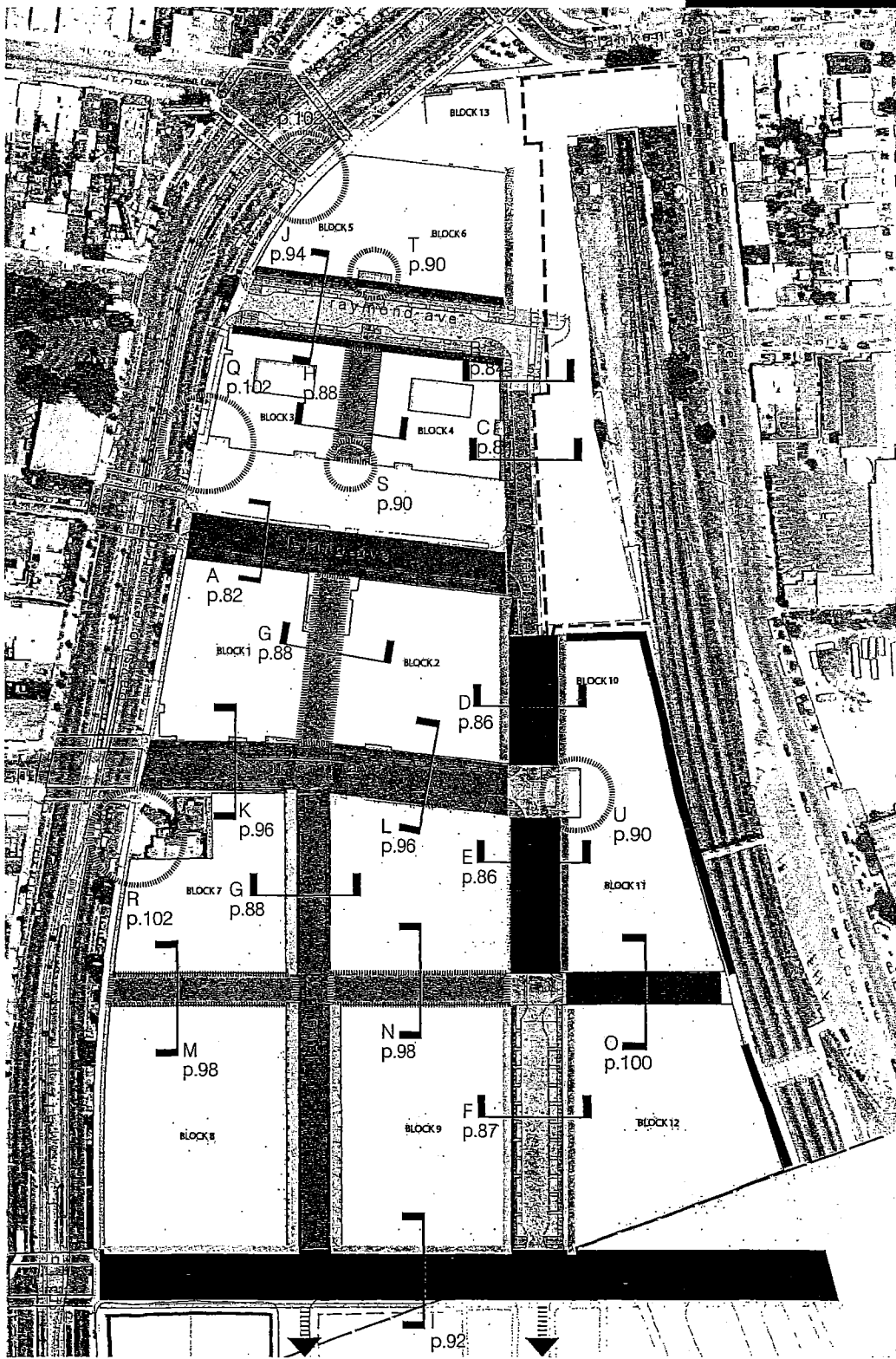
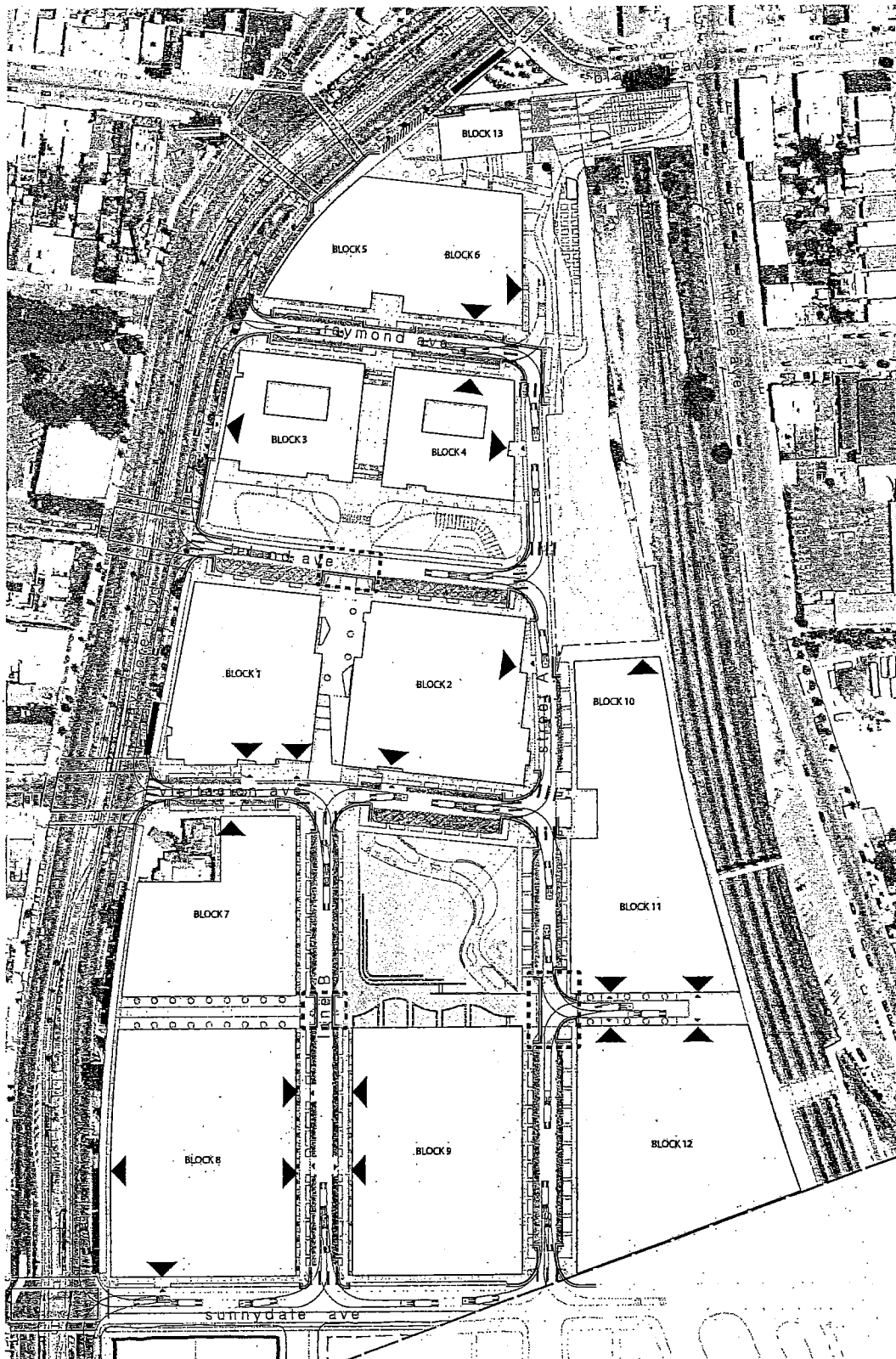


figure 43: streetscape hierarchy











|               |              |            |                                                                    |                          |              |
|---------------|--------------|------------|--------------------------------------------------------------------|--------------------------|--------------|
| <b>LEGEND</b> | 53.5' R.O.W. | 55' R.O.W. | 56' R.O.W.                                                         | 64.5-65.5' R.O.W. varies | 6.5' setback |
|               | 74' R.O.W.   | 54' R.O.W. | 64' R.O.W.                                                         |                          | 0-5' setback |
|               | 66' R.O.W.   | 58' R.O.W. | alley                                                              |                          | 0-8' setback |
|               | 60' R.O.W.   | 35' R.O.W. | pedestrian pathway (on-structure) publicly accessible              |                          | 10' setback  |
|               |              |            | pedestrian pathway (on structure) accessible during daylight hours | future street extension  |              |
|               |              |            |                                                                    | blow-up plan             |              |

figure 44: overall circulation requirements



LEGEND

-  bulbouts
-  raised crossings
-  painted crossings
-  emergency vehicle turning radius
-  street parking
-  driveway cut
-  60' long firetruck access zone
-  bus stop

## overall circulation requirements

In addition to the priority placed on creating a pedestrian-friendly environment, the needs of residents and commercial visitor vehicles, cyclists, loading, and emergency vehicles were all considered in the development of the streetscape designs. Residential driveway access points are kept to a minimum, and located off of alleys or lower traffic points where possible. Given that the east-west streets are not through streets, and that the north-south route is better served by Bayshore Boulevard, it was determined during the Design for Development that designated bike lanes were not necessary on-site. Instead, traffic calming measures are incorporated to create a safe totally shared environment for cyclists sharing the streets. As part of the process of developing this plan, bike lanes were incorporated into the Sunnydale Avenue streetscape as a neighborhood connecting link to the Caltrain station; Sunnydale Avenue now reflects this (see Figure 59, page 91). Commercial loading is expected to be primarily served in off-street loading docks. However, on-street parking stalls may be also time-controlled to allow for off-hours or quick-delivery loading access, as well as residential loading.

### Emergency Vehicle and Accessibility Requirements

Site curb radii used in the plan, and shown in Figure 44, are primarily set at a radius of 10-feet per the recommendation of the San Francisco Municipal Transportation Agency (SFMTA). Exceptions to this design standard include locations at bulb-outs, or where parallel parking is not provided.

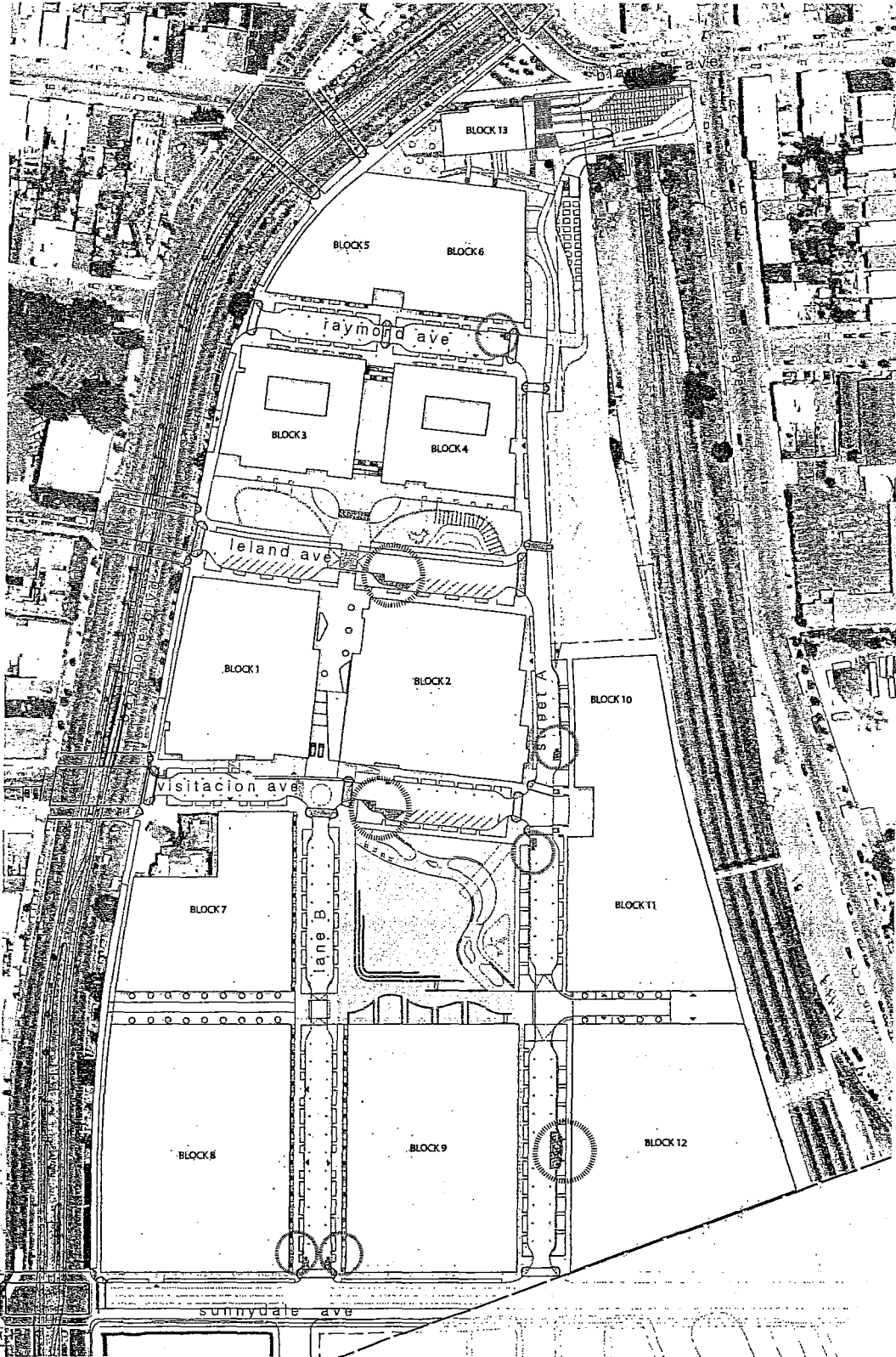
Several other issues are still under City review for coordination. The San Francisco Fire Department has expressed some concerns about raised crosswalks, bulb-outs, maneuverability, and potential impacts on emergency response. The frequency and location of fire hydrants may be part of a compromise solution. Some design elements may change as City departments reach agreement on solutions that meet all the goals of the planning effort. The City is also reviewing and coordinating policy on parking access strips (2' walkway zone adjacent to parking when there is ground level planting along sidewalks); permeable pavers and accessibility concerns; raised crosswalks and overland flow requirements; and use of pavers in tree pits. These elements proposed in the plan should be confirmed against current City policy during construction documentation.

MTA and the Mayor's Office on Disability were consulted on accessibility route requirements. There is a short portion of sidewalk on Bayshore Boulevard between Raymond and Arleta Avenues that exceeds 8%, but this is acceptable because it is following the street's grade and entrances here would be accessible. The stair cases between Parcels 3&4 would not be accompanied with adjacent accessible ramps. The rest of the Plan is designed so all public spaces are accessible by Americans with Disabilities Act standards. Design team shall continue coordination with San Francisco Department of Public Works during detailed design phase to ensure all sidewalks, accessible parking and loadings comply with American with Disabilities Act and City Accessibility Policy. It is also important to note that Caltrain requires at-grade vehicular access to the tracks.

### Parking

On-street parking is provided throughout most of the Plan Area, as shown in Figure 44. Exceptions include portions of Street A north of Leland Avenue and the north side of Leland Avenue (see Figure 48). Certain segments of Bayshore Boulevard will also not have on-street parking due to constricted right-of-way widths. In addition, parking is not included on Sunnydale Avenue since the future light-rail extension lane of the T-line will follow the southern edge of Sunnydale to connect to the Bayshore Caltrain Station. Parking requirements for the residential and retail needs will be met by garages inside all buildings (except under the OOB).

figure 44a: accessible parking & passenger loading



LEGEND



accessible passenger loading

accessible parking

## Accessible Parking and Passenger Loading Requirements

On street accessible parking will be provided throughout the site as suggested in Diagram 44a. The total quantity of on-street accessible parking will be 4% of the total quantity of on-street site parking. Accessible passenger loading is also provided at locations of the highest pedestrian activities such as Leland Park, Visitacion Park, and Block 12, which has the highest density.



figure 45 | bulb-out

## Traffic Calming

As a transit-oriented development with multiple non-through streets with low traffic volumes, the Plan Area presents great opportunities to be a model site for a pedestrian-oriented environment, and for implementation of the guidelines in the City's Better Streets Plan. The following strategies have been incorporated into this Plan where appropriate.

## Bulb-Outs and Curb Radii

Adding bulb-outs (also known as curb extensions) and minimizing curb radii at intersections to reduce the width of vehicular roadway where pedestrian must cross (see Figure 45). Such traffic calming solutions also visually narrow the vehicular zone for drivers, who tend to reduce speeds in response. Bulb-outs will be strategically added along Bayshore Boulevard at intersections where there are currently a wider drive lane, or a striped shoulder (see Figures 62, 63, and 64). Curb radii have been generally kept to 10 feet, per SFMTA recommendations for low-traffic streets.



## Raised Crossings

Raised pedestrian crosswalks are another traffic-calming strategy incorporated in the plan. Raising the crosswalk serves the purpose of highlighting pedestrians in the vehicular traffic zone, as well as acting as speed bumps to slow vehicles (see Figure 46). A raised crosswalk is included on the middle of Leland Avenue and at the east-west pedestrian street crossings.

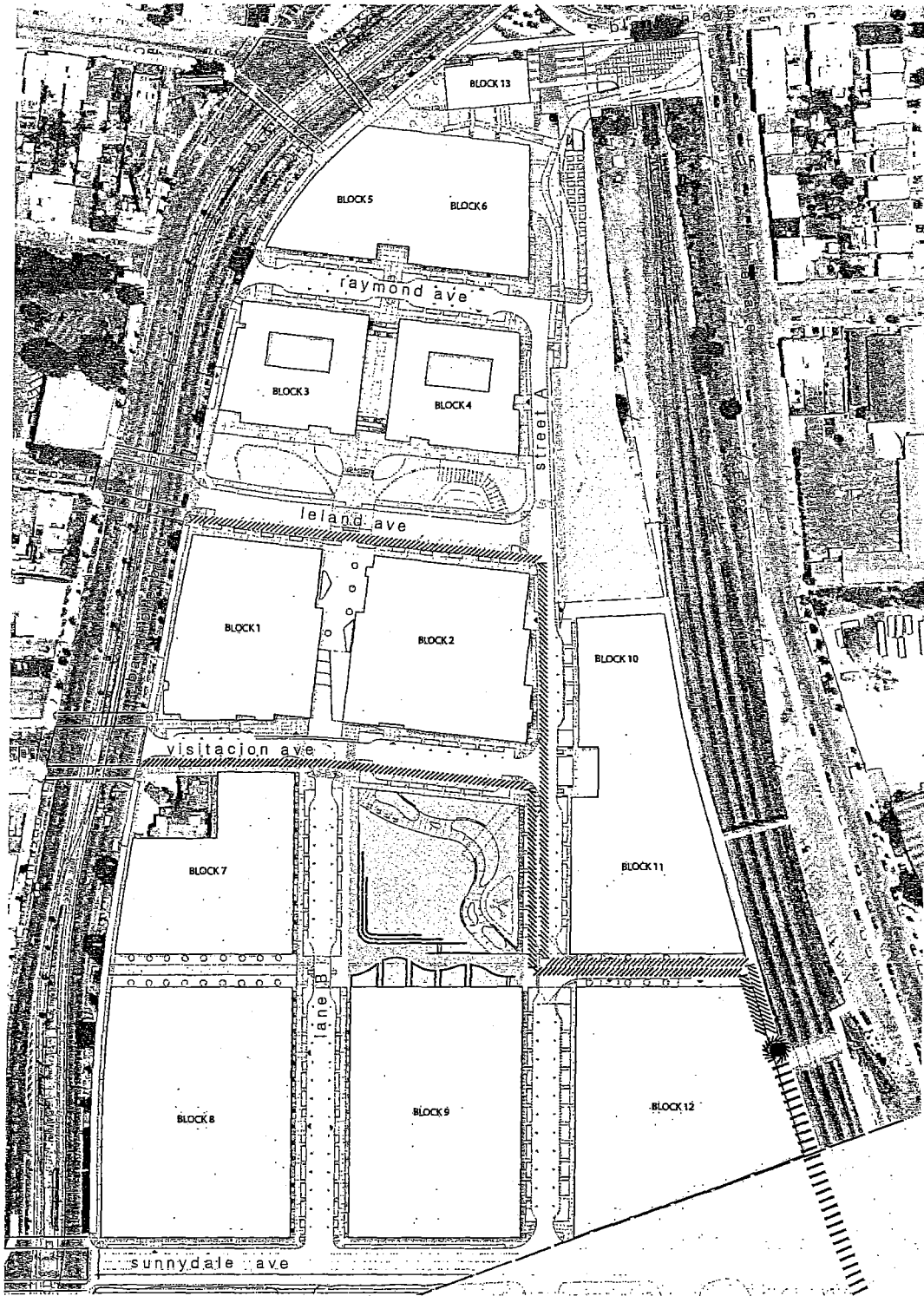
## Lane Width

Keeping traffic lane widths to a minimum helps to slow traffic speeds by visually and physically narrowing the roadway. Generally, traffic lane widths are per SFMTA recommendations for low-traffic streets, at 10 feet. Leland Avenue has 12-foot-wide lanes to accommodate the needs of back-in, angled parking.



figure 46 | raised intersection

figure 47: caltrain station access



LEGEND

route 1

point of entry

route 2

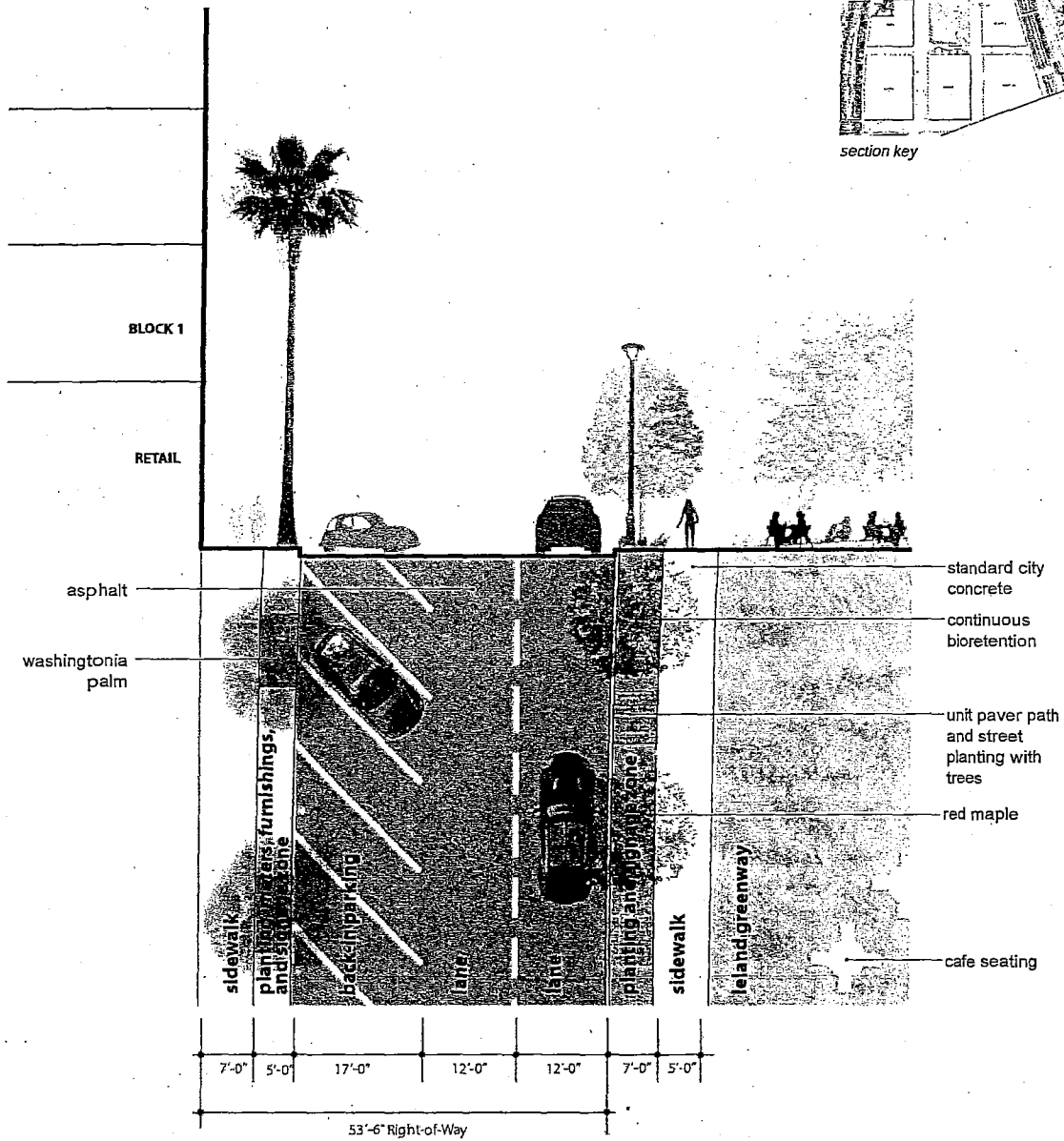
Caltrain Station



## caltrain station access

Pedestrian access to the Caltrain Station will be maintained at all times. At buildout, street and sidewalk improvements which encourage pedestrian use will be provided throughout the site. During construction, temporary pedestrian access to the station will be provided on Leland Avenue, Visitacion Avenue and Street A. Street A will then connect through the alley between Block 11 and 12 to a fenced, temporary 6 foot wide by approximately 60 foot long asphalt pathway within a temporary Block 12 easement, adjacent to the JPB right of way, pending coordination and approval by the JPB. This asphalt path will lead to an existing gate on the western platform of the Bayshore Station. If, during the construction of Blocks 11 and 12, it is not feasible to provide access through the alley, the pathway will be relocated to Sunnysdale Avenue. This will require a temporary agreement with the City of Brisbane during the construction period. Temporary and permanent lighting will be provided to maintain safety as necessary along the pathway at all times.

figure 48: section A: leland ave at retail



## Leland Avenue (Figures 48)

Leland Avenue extension is the main pedestrian entry point to the new development and a direct connector to the heart of the existing Visitacion Valley neighborhood. As such, the plan incorporates design elements of the newly renovated Leland Avenue into this street, and proposes it as a wide, pedestrian-friendly way where café seating in the adjacent Leland Greenway is possible. Leland Avenue is proposed to be a segment of the citywide Green Connections network.

### Paving

- Unit pavers shall be installed at the base of each tree.
- Sidewalks shall be concrete colored with lampblack per city standard, and are recommended to be sandblasted.

### Planting

- Street trees shall be planted on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- Street trees adjacent to the retail anchors should have high canopy to allow for visibility at the ground level. Palms are recommended.
- The installation size shall be a minimum of 24-inch box.
- Leland Avenue standard street trees, Japanese Cherry, shall be used when appropriate. Monterey Cypress, Italian Stone Pine, or other evergreen windbreak tree shall be used when soil volume and visibility allows.

### Furnishings

- Leland Ave standard bike racks, trash receptacles, and benches shall be used.

### Lighting

- Leland Avenue standard shall be installed.

### Recommended Public Art Features

- Art elements will be located in Leland Greenway rather than in Leland Avenue—Refer to Leland Greenway section (page 51) for details.

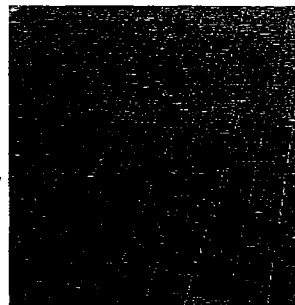
### materials and planting palette



palm trees



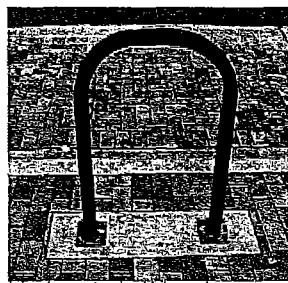
Monterey Cypress



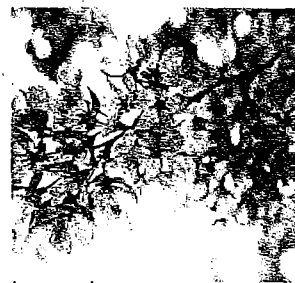
unit paver



Leland Avenue standard



leland ave standard bike rack



japanese cherry

figure 49: section B: street A

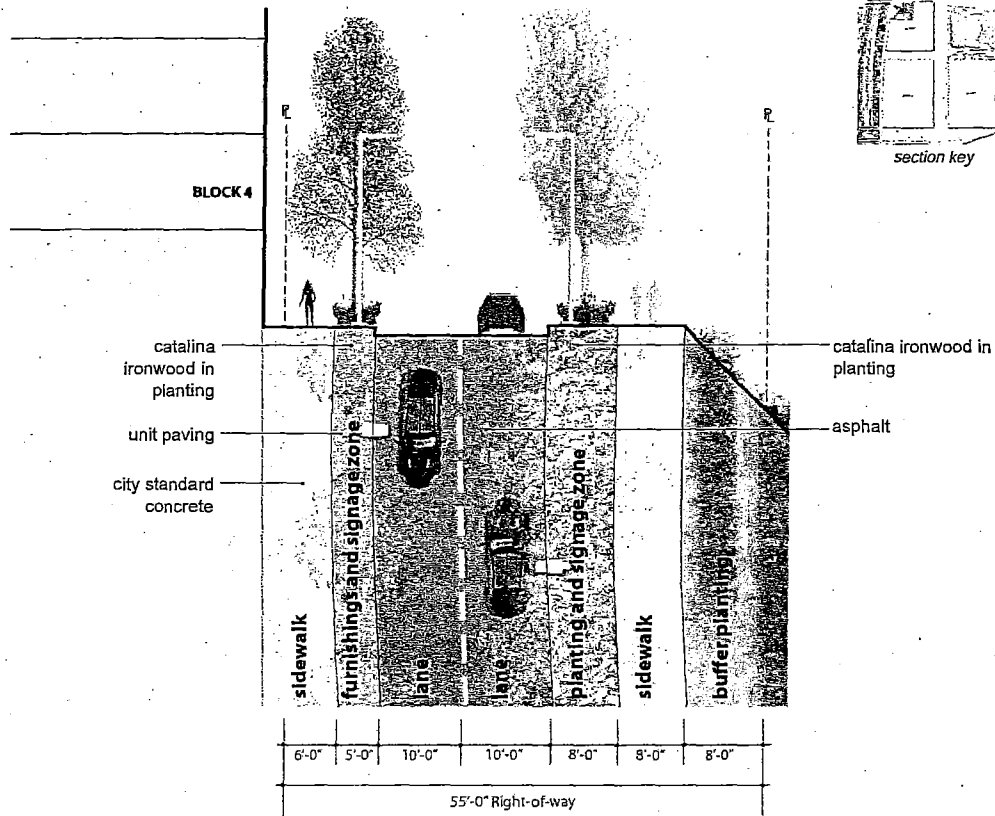
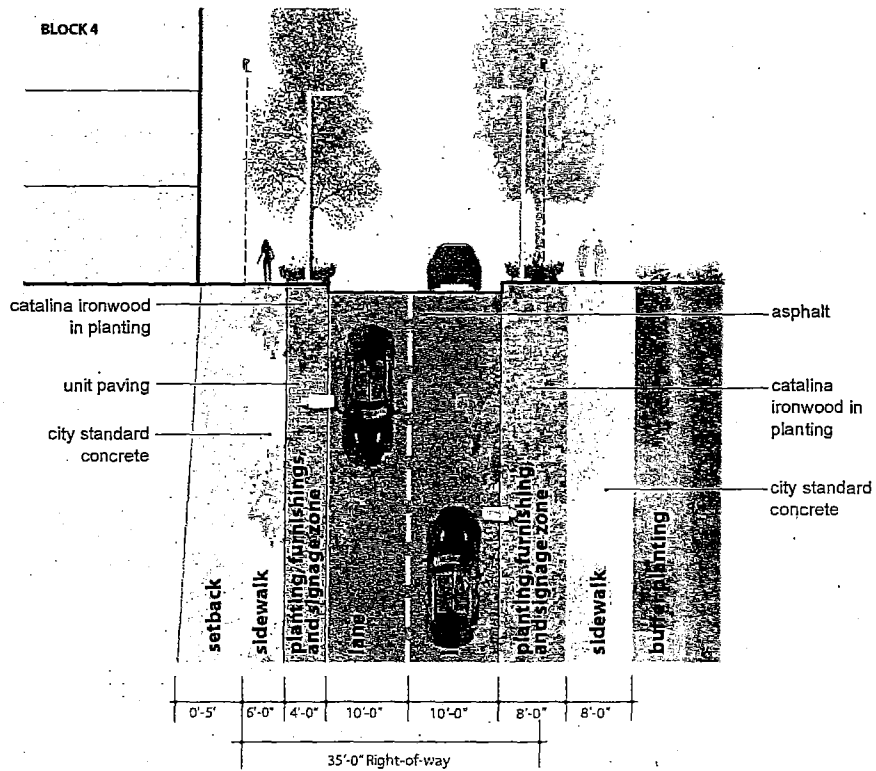


figure 50: section C: street A



## Street A (Figures 49,50,51,52 and 53)

Street A, running north-south along nearly the entire length of the Plan Area, is envisioned as a "green spine", connecting the three main parks with a line of seasonally changing trees. It will terminate at the north with a curbless alley-to-garage entrance of Parcel 6. Street A north of Leland is shifted westward to avoid the UPRR parcel and no parallel parking is provided to minimize the right of way width.

### Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

### Planting

- Red maple with low, water tolerant plantings shall be used when rain gardens are employed, and Catalina Ironwood with drought tolerant plantings shall be used at other conditions.
- Understory planting for the linear rain gardens shall be a combination of grasses and rushes.
- Midsized street trees shall be planted on both sides of the street
- Street trees should be placed at a regular intervals of not more than 25 feet, except at driveways.
- Street tree placement should have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box, where feasible.

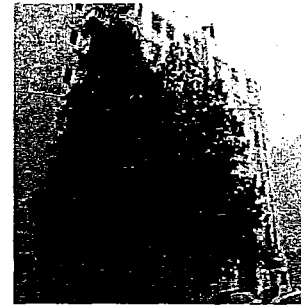
### Furnishings

- Standard bike racks, trash receptacles, and benches shall be used.

### Lighting

- City of San Francisco standard lighting shall be installed.

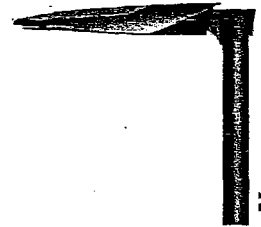
## materials and planting palette



*catalina ironwood*



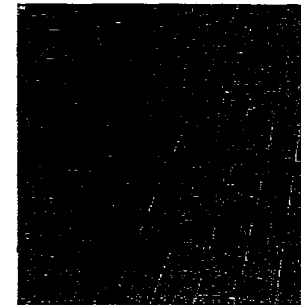
*red maple*



*standard pole light*



*rain garden*



*unit paver*

figure 51: section D: street A

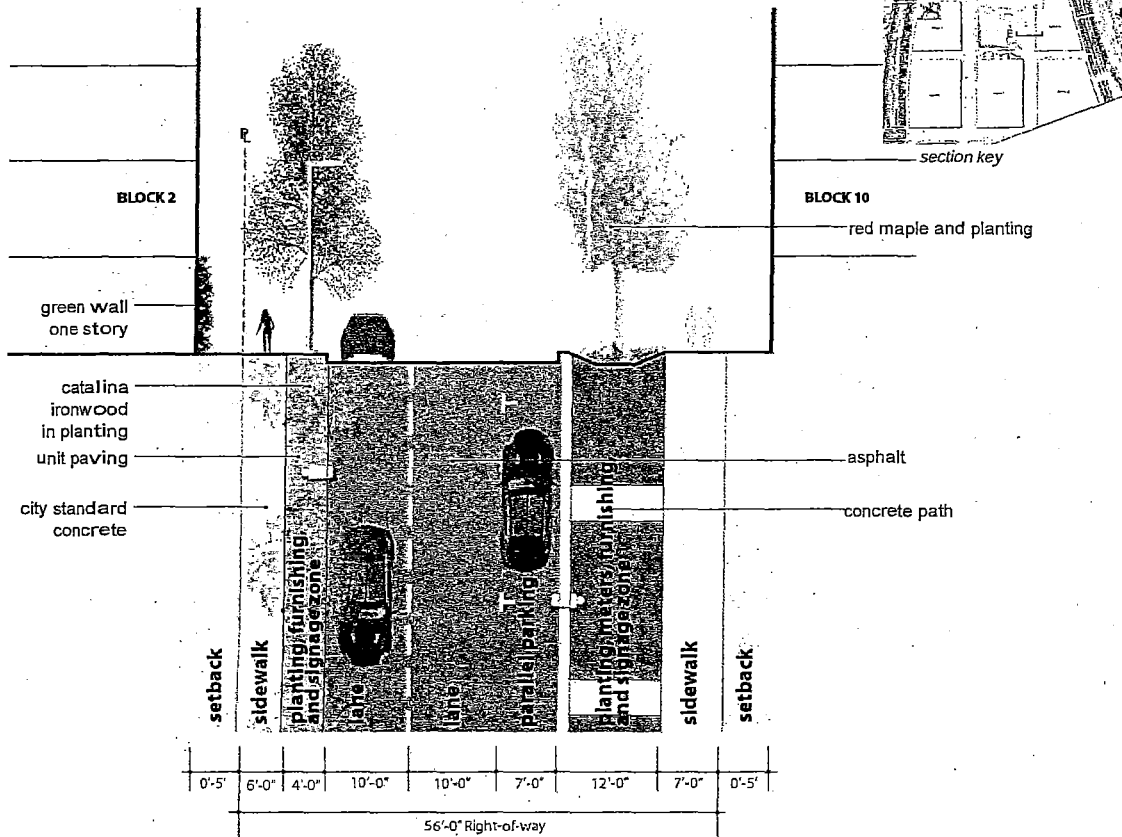
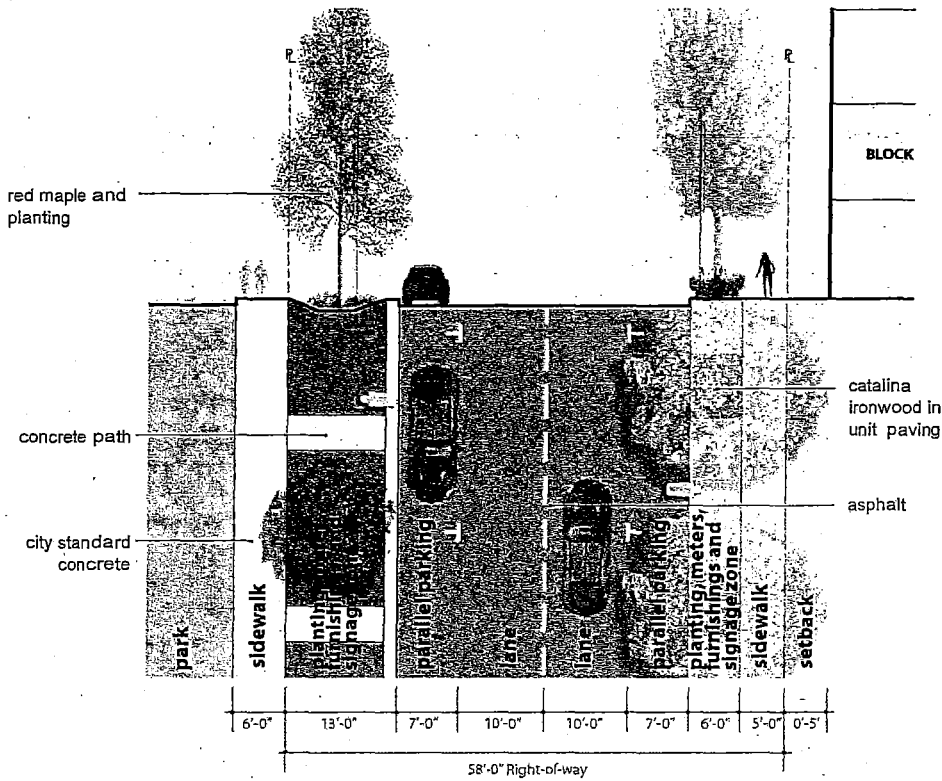


figure 52: section E: street A at Park





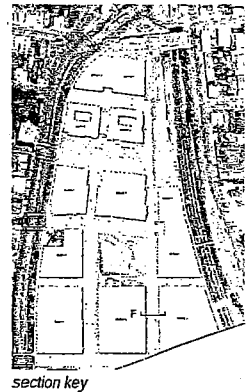


figure 53: section F: street A

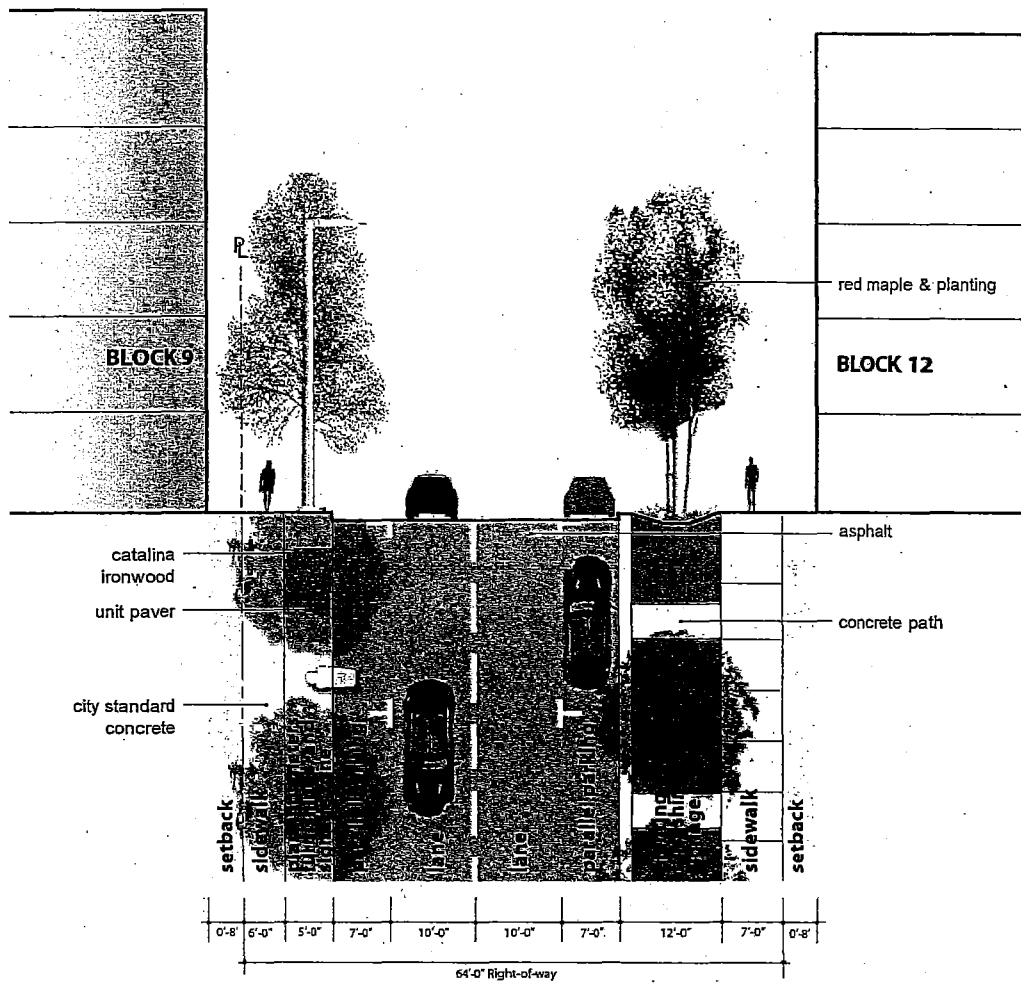


figure 54: section G: lane B at park or building

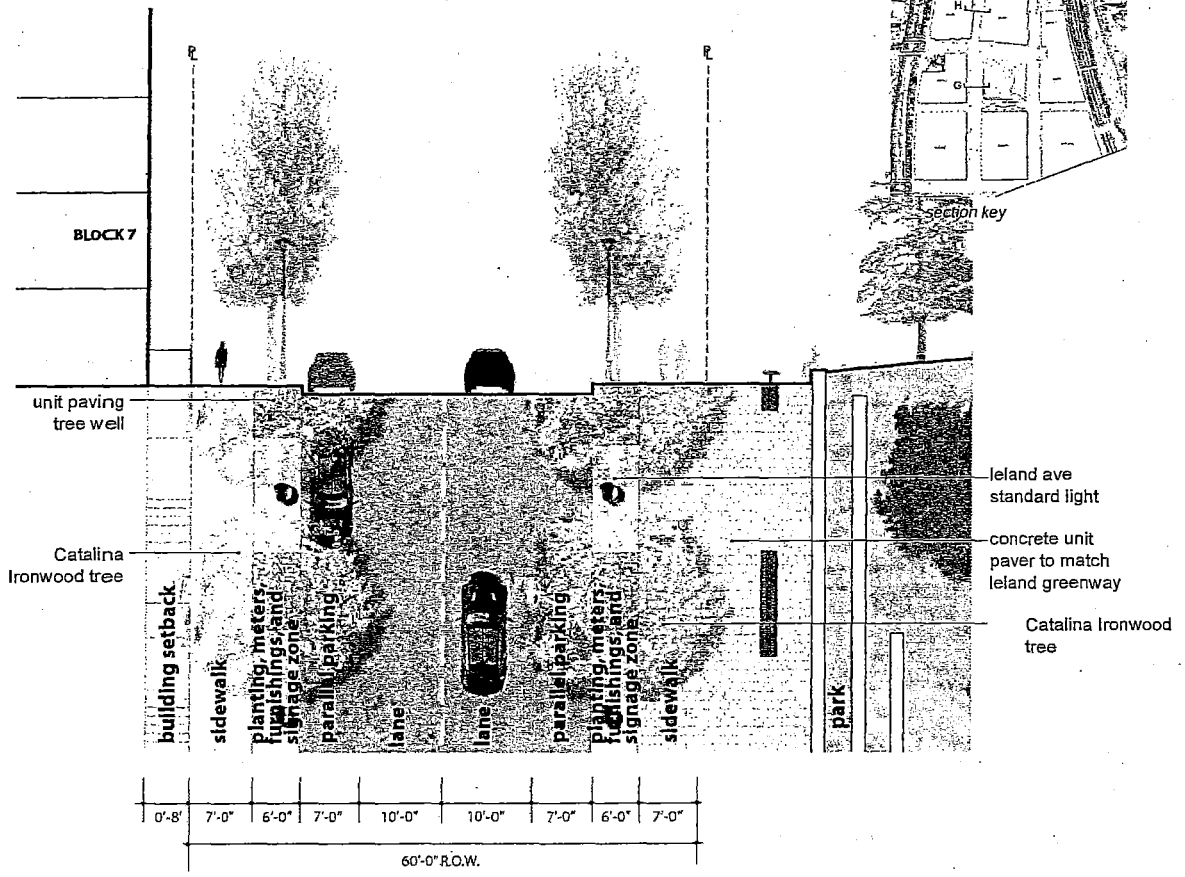
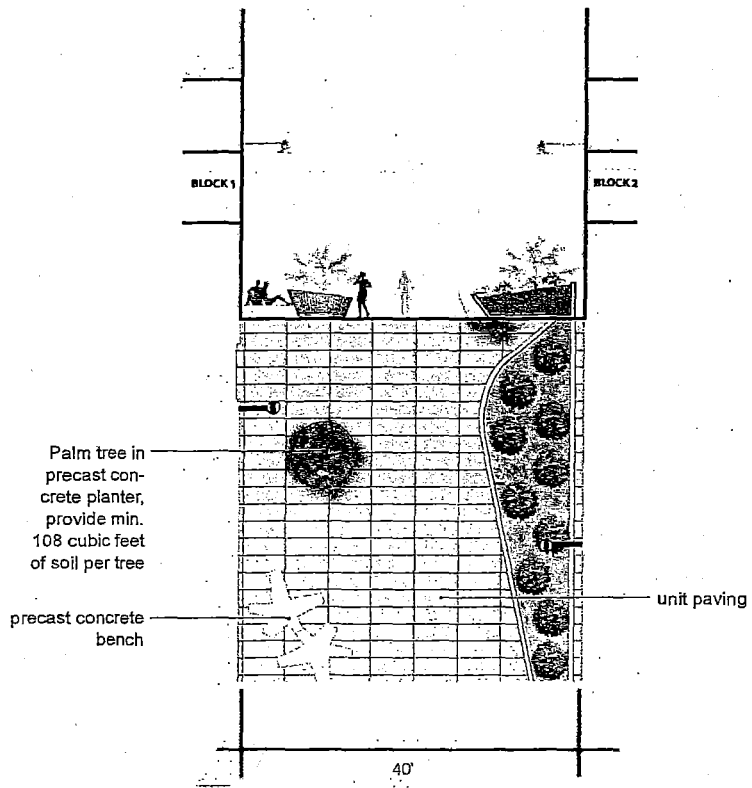


figure 55: section H: lane B mews



## Lane B (Figures 54, 55 and 56)

Lane B is a vehicular street between Sunnydale and Visitation Avenues (see Figure 54) and is an extension of the pedestrian link between Visitation Park and Leland Greenway (see Figure 55) and continues on to Raymond Avenue. The portion of Lane B between Block 1 & 2 will be publicly accessible and partially on structure. The sloped walk, service area and plaza will be unified with high quality materials and site furnishings to define a pedestrian prioritized space. Building entries to Blocks 1 & 2 will be facing both Leland Ave and the Lane B pedestrian way to ensure activation from multiple points. The pedestrian way will be connected via accessible ramp from Visitation to a painted pedestrian crossing at Leland Ave to Leland Greenway.

Lane B continues north of Leland Greenway on structure (see Figure 56). Due to the large grade difference between Leland Greenway and Raymond Avenue, a stair is needed at this segment of Lane B. This stair should be at the minimum 8' wide with a generous landing and treads at least 16" wide. The bottom portion of the stair can be designed with a seating terrace to create a more welcoming entry. Planting should be used to provide screening on the stair wall. Lane B continues north and ends with a landscaped building setback at Blocks 5 & 6, which will serve as a building lobby and/or stair entry which connects with the podium level.

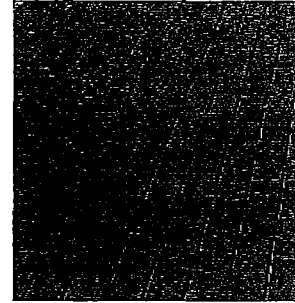
### Paving

- Unit pavers with colors to match the one used on Leland Greenway shall be used at the section between Block 1 & 2
- Color concrete with colors to match the one used on Leland Greenway shall be used at the section between Block 3 & 4
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted at south of Visitation Avenue.
- Unit pavers should be installed at the base of each tree on grade.

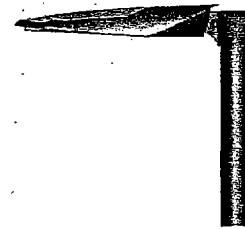
### Planting

- Catalina Ironwood are encouraged as street trees on grade.
- Palms and Olive are encouraged for trees on structure.
- Midsized street trees shall be planted on both sides of the street.
- Street trees shall be placed at a regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.
- Furnishings
  - Precast concrete standard or custom raised planters shall be used for trees on structure
  - Standard trash receptacles and benches shall be used.

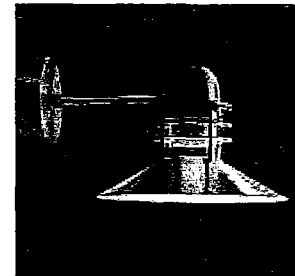
### materials and planting palette



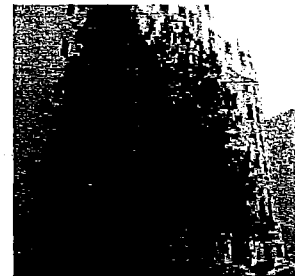
unit paver



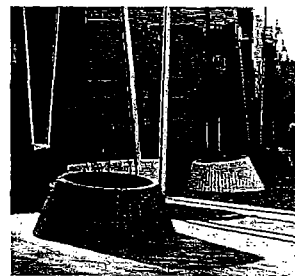
standard pole light



possible wall-mounted light style



Catalina Ironwood



precast concrete planter

figure 56: plan S: lane B mews stairs at Block 3 & 4

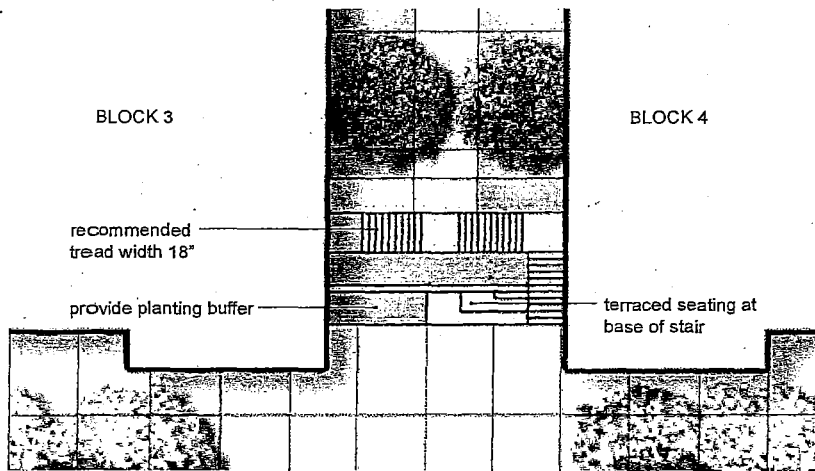


figure 57: plan T: raymond st terminus at Block 5 & 6

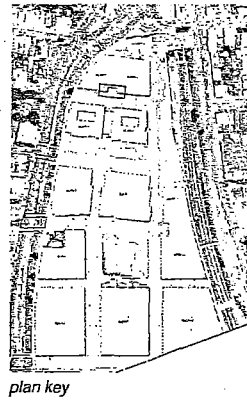
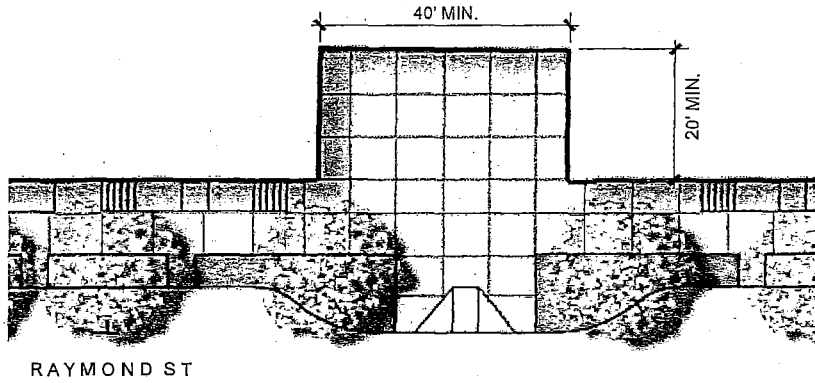
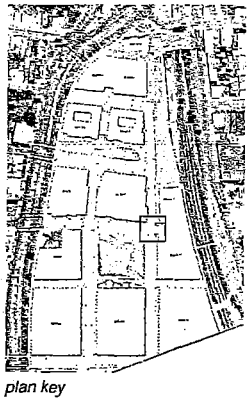
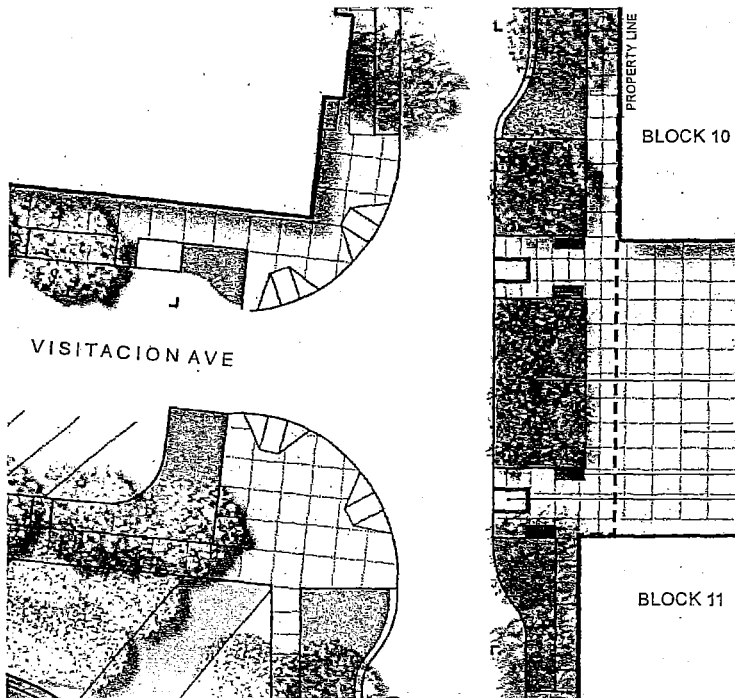


figure 58: plan U: visitacion ave terminus at Block 10 & 11



## Lighting

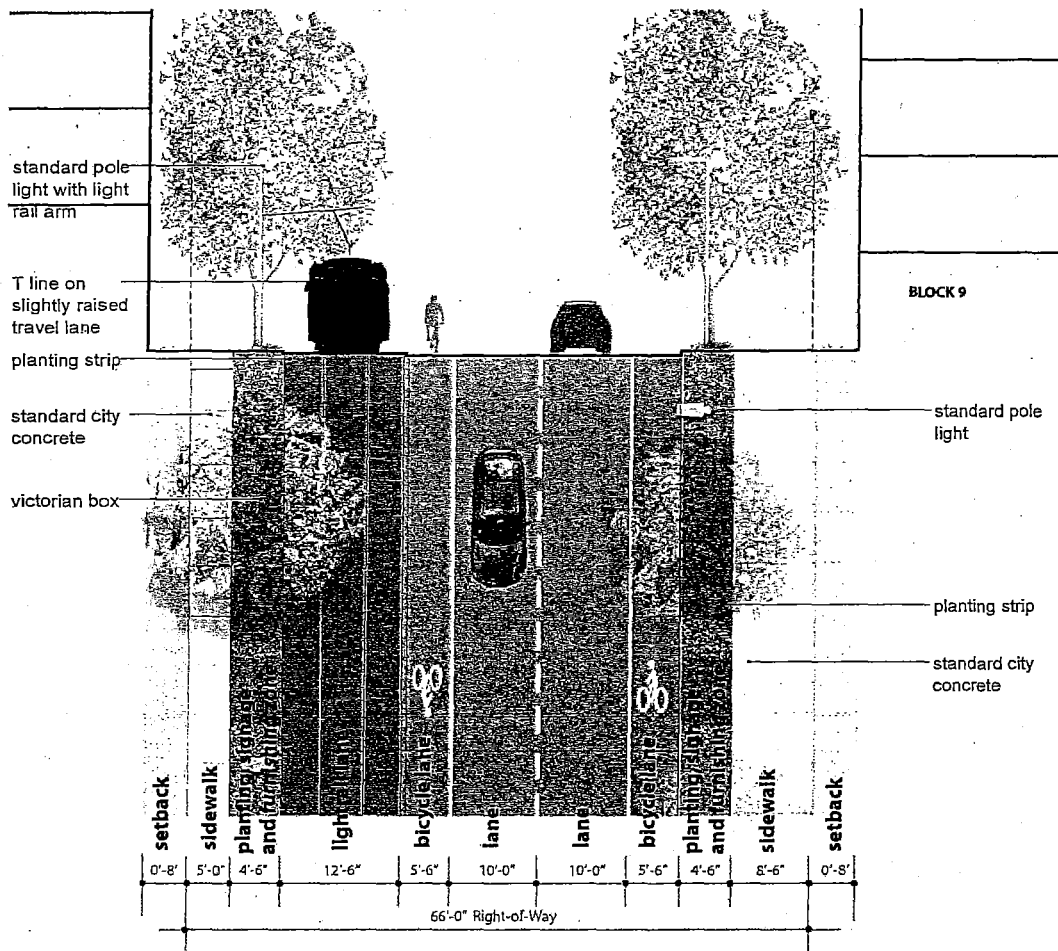
- City of San Francisco standard lighting (Visitacion Avenue to Sunnydale Avenue) shall be installed.
- Building mounted light fixtures shall be used in the pedestrian path between Block 1 & 2 and Block 3 & 4.

## Street Termination at Visitacion Avenue and Raymond Street (Figure 57 & 58)

Lane B views terminate with a break in building massing at Blocks 5 & 6 on Raymond St and at also at Blocks 10 & 11 on Visitacion Ave. The buildings may vary in height on either side of the setback creating a distinctive architectural character which will terminate the street, and will also be set back from the sidewalk to create a focal point with distinctive landscape design at these two locations. At Blocks 10 and 11, block 10 will be set back further than Block 11 to accommodate adjacent bioretention cells and robust plantings which will be combined with the central landscaped setback area. The building massing of Block 5 & 6 will be designed to allow for visual connection to the Old Office Building Plaza

Unique paving, seating and lighting which works with the architecture and reinforces the special character of the landscaped setbacks should be included.

figure 59: section I: sunnydale avenue



## Sunnydale Avenue (Figure 59)

The Sunnydale Avenue extension bounds the southern edge of the Plan Area. The T-line, running in a dedicated, slightly raised travel lane on the south side of the street, is planned to extend from Bayshore Boulevard onto Sunnydale Avenue, connecting to the Bayshore Caltrain Station. Planned Class 2 bike lanes on either sides of the street facilitate a safe bicycle route to the station. As part of Sunnydale Avenue extends into the City of Brisbane, future coordination will be needed between the two municipalities on design, construction, and maintenance. Other considerations that may impact the design of Sunnydale Avenue are that plans for the Caltrain station as well as the T-line extension may change. Therefore, the street section design of Sunnydale Avenue may need to be revisited at a later date to respond to changing needs. If a dedicated T-Line lane is not required, the recommended street section dimension would be (from south side to the north side): 5' sidewalk | 4'6" planting and furnishing zone | 7' parking strip | 5'6" bike lane | 10' drive lane | 10' drive lane | 5'6" bike lane | 7' parking strip | 4'6" planting and furnishing zone | and 7' sidewalk.

### Paving

- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

### Planting

- Victorian Box trees are encouraged.
- Midsized street trees shall be planted on both sides of the street.
- Street trees should be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement should have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

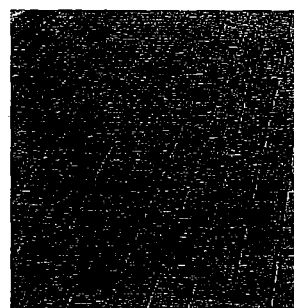
### Furnishings

- Standard bike racks and trash receptacles shall be used.

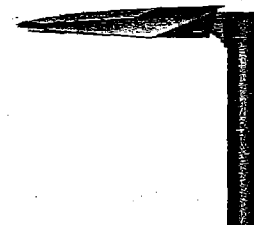
### Lighting

- City of San Francisco standard lighting (with light rail arm on the south side of the street) should be used.

## materials and planting palette



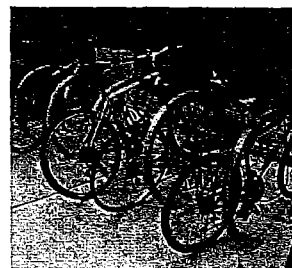
*unit pavers*



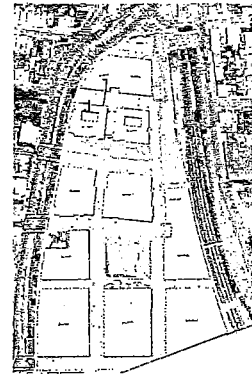
*standard pole light*



*victorian box*

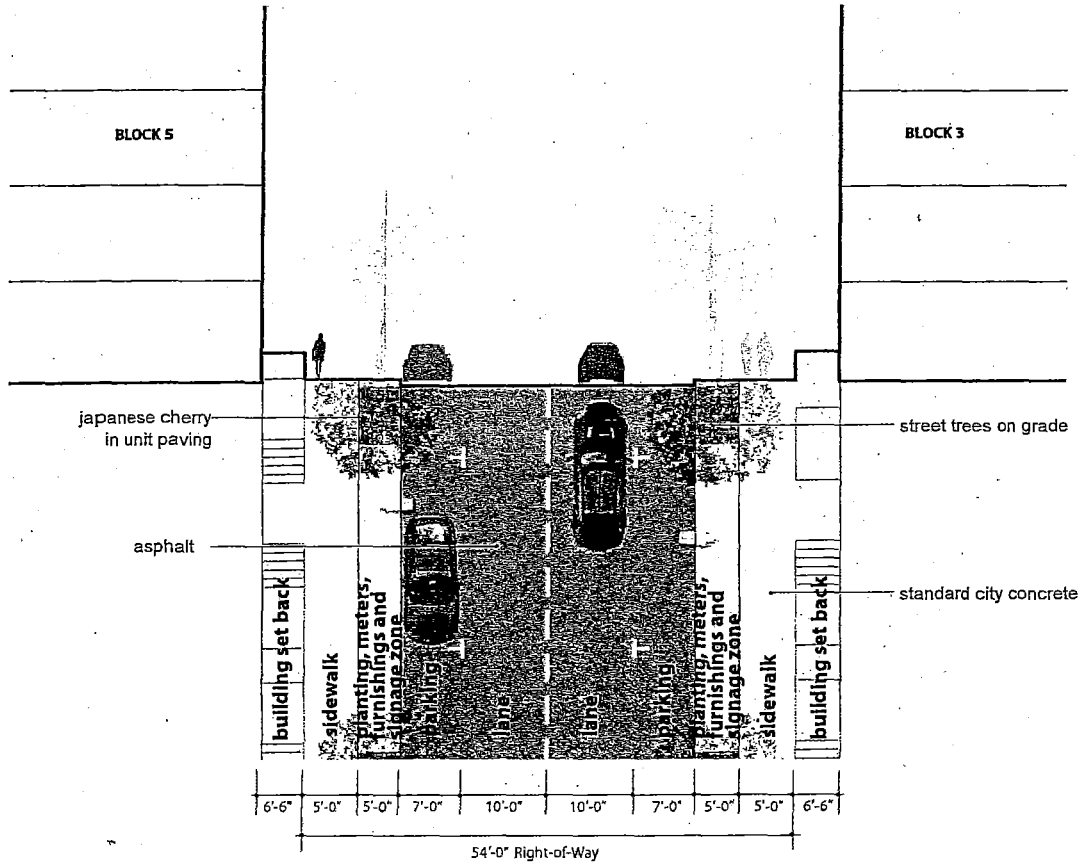


*recommended bike rack style*



section key

figure 60: section J: raymond avenue





## materials and planting palette

### Raymond Avenue (Figure 60)

Raymond Avenue will be a two-way residential street connecting Bayshore Boulevard to Street A. There will be parallel parking and a 6.5-foot building setback on both sides with raised residential entrances.

#### Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

#### Planting

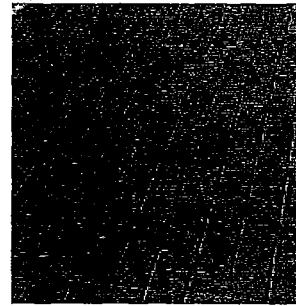
- Japanese cherry trees are encouraged.
- Midsized street trees shall be planted on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

#### Furnishings

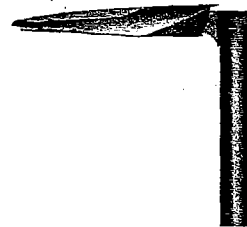
- Standard bike racks and trash receptacles shall be used.

#### Lighting

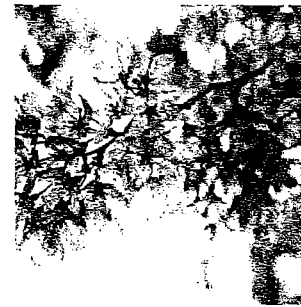
- City of San Francisco standard lighting shall be used.



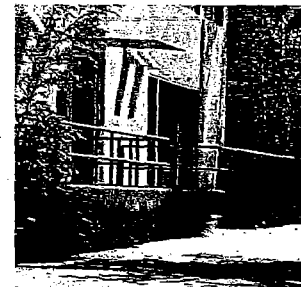
*unit pavers*



*standard pole light*



*japanese cherry*



*stoop planting*

figure 61: section K: visitacion avenue

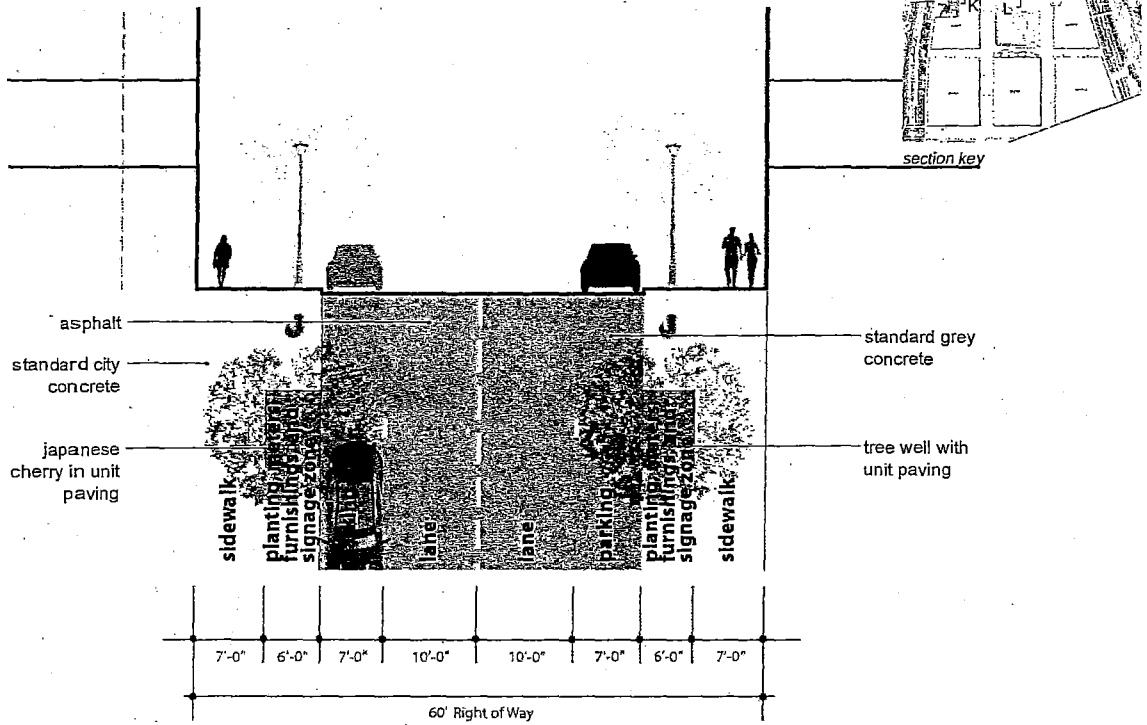
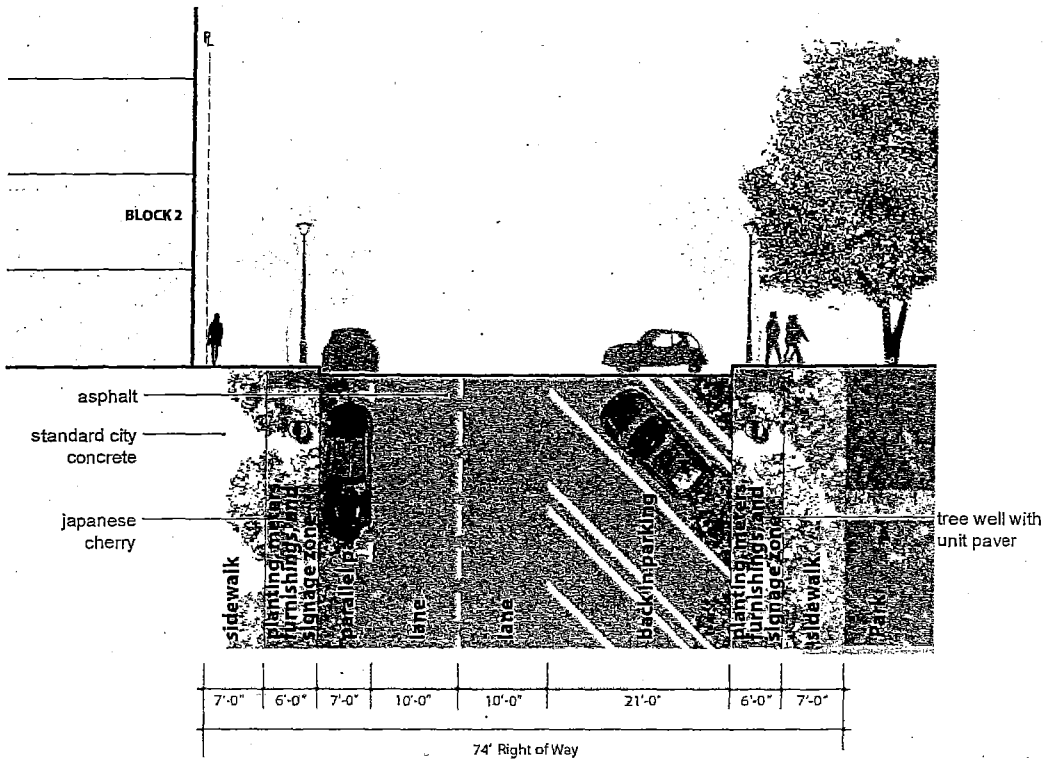
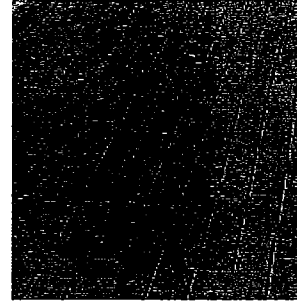


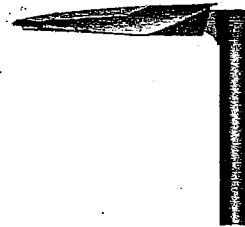
figure 62: section L: visitacion avenue at park



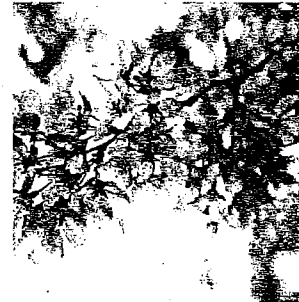
## materials and planting palette



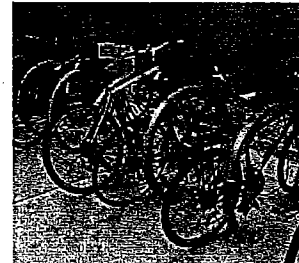
*unit pavers*



*standard pole light*



*Japanese cherry*



*recommended bike rack style*

## Visitacion Avenue (Figures 61 and 62)

Visitacion Avenue will be a two-way street extending across Bayshore Boulevard to Street A and along with Sunnydale Avenue, is the primary vehicular access into the Plan Area. The portion of Visitacion Avenue between Bayshore Boulevard and Street A will be fronted by residential/retail and Visitacion Park. There will be commercial loading areas and on-street parking.

### Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.
- The driveway at the alley shall be concrete colored with lampblack and sandblasted, or concrete unit pavers.
- Standard grey porous concrete shall be used in the parking areas.

### Planting

- Tree species shall be Japanese cherry between Bayshore Boulevard and Street A.
- Midsized street trees shall be installed on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

### Furnishings

- Standard bike racks and trash receptacles shall be used.

### Lighting

- City of San Francisco standard lighting shall be used at the portion between Bayshore Boulevard and Street A.

figure 63: section M: pedestrian pathway at buildings

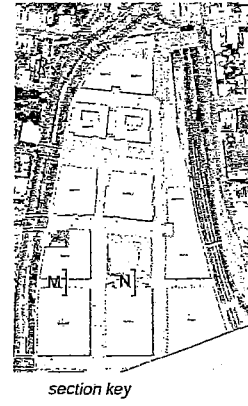
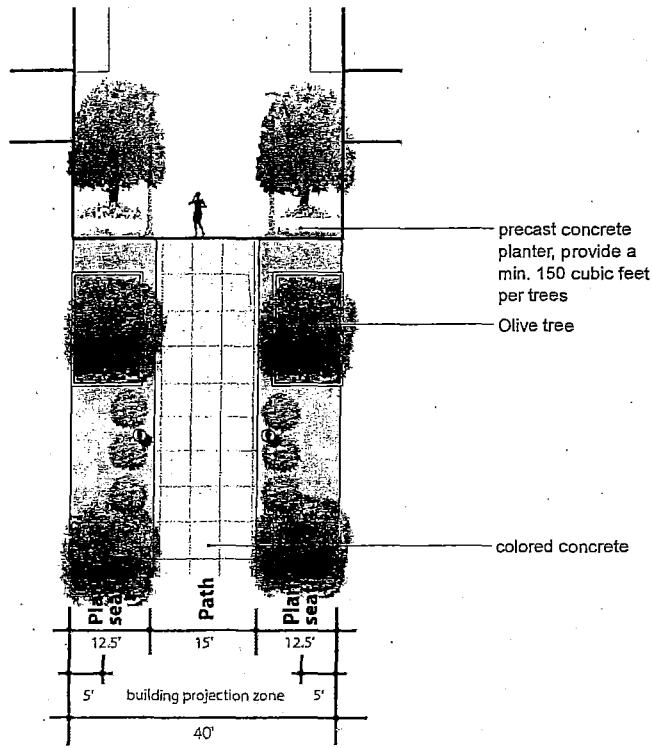
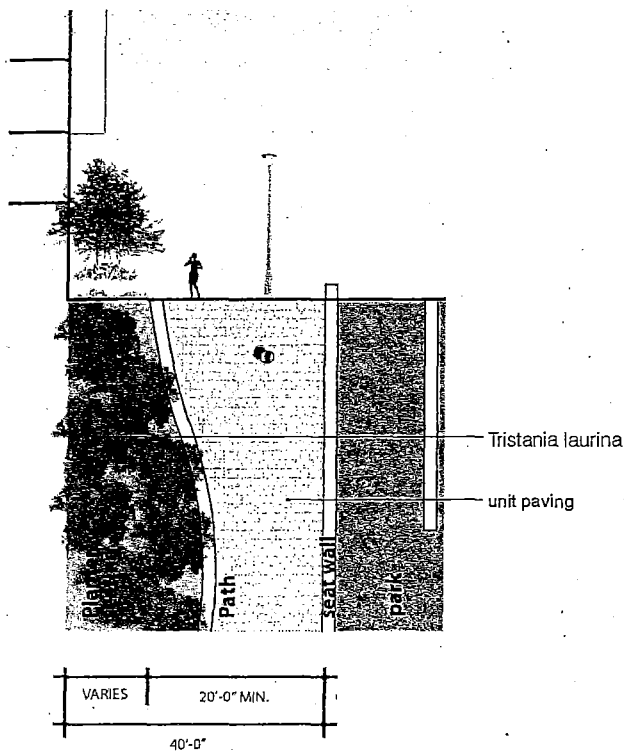


figure 64: section N: pedestrian pathway at park



## pedestrian pathways (Figures 63 and 64)

To create a walkable, pedestrian-oriented community benefiting future residents and adjacent neighborhoods, a series of pedestrian-access-only pathways at residential buildings is added to provide safe, attractive linkages to neighborhood destinations. These three pathways will be privately owned, publicly accessible open spaces, and be built on structure within the blocks. There are a total of two pedestrian pathways, located within Parcels 7 and 8 and in Parcel 9 adjacent to Visitacion Park. The design of these pathways will need to be further developed in coordination with individual building designs.

### Paving

- Colored concrete shall be used.
- Unit pavers can be used as accent materials.

### Planting

- Olive trees are encouraged as street trees on structure.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- A minimum of 150 cubic feet of soil shall be provided per tree.
- The installation size shall be a minimum of 24-inch box.

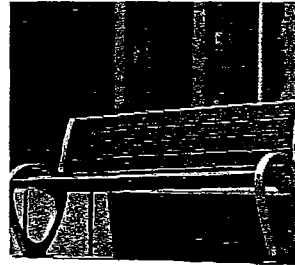
### Furnishings

- Standard trash receptacles and benches shall be used.
- Precast concrete standard or custom raised planters shall be used for trees.

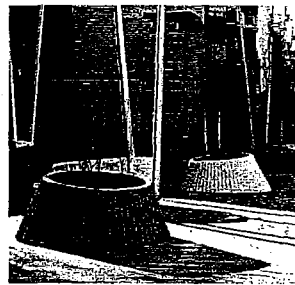
### Lighting

- Building-mounted light fixtures shall be used in the pedestrian path.

## materials and planting palette



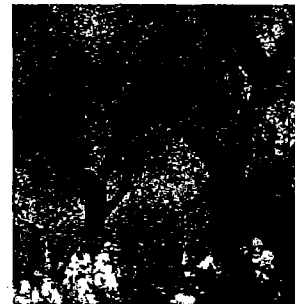
*recommended bench style*



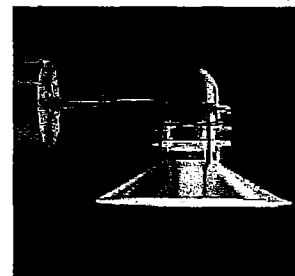
*escofet planter*



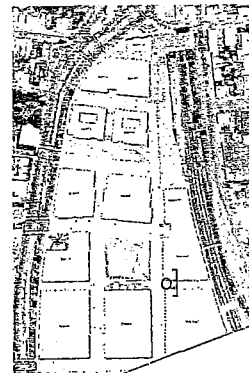
*colored concrete*



*olea europea*

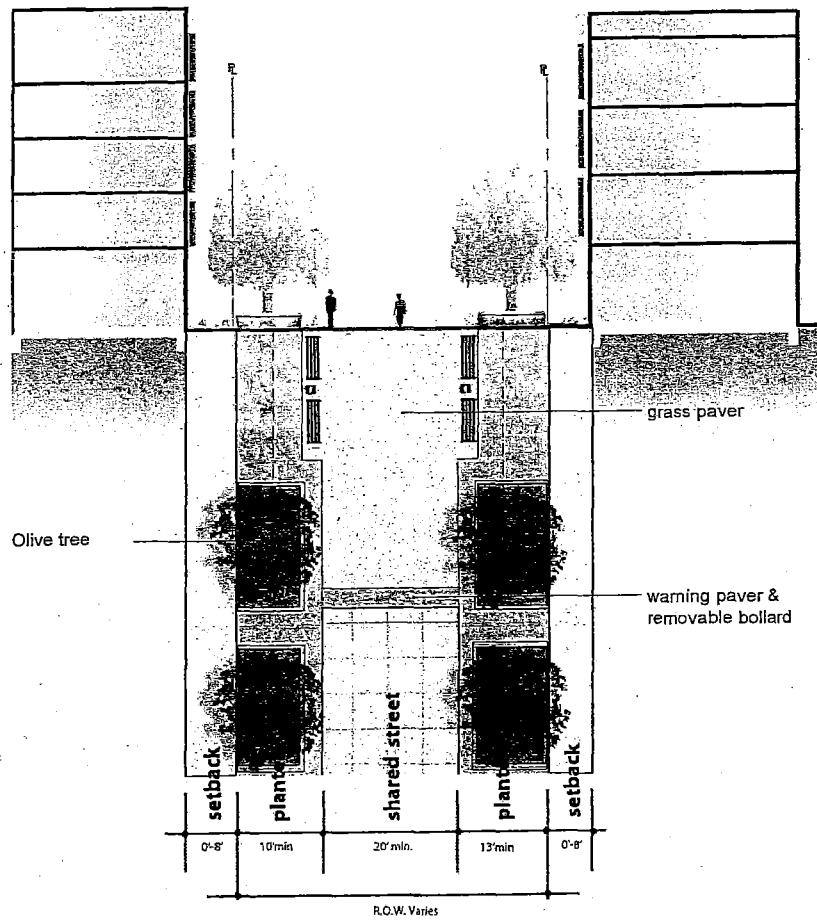


*possible wall-mounted light style*



section key

figure 65: section O: alley



## alley (Figure 65)

The alleys are shared pedestrian and vehicular streets between parcels 11 and 12, designed to slow vehicular traffic and prioritize pedestrian flow. Because they are "dead-ends", vehicular usage will primarily be for garage access only. The cars that do use the alleys will be encouraged to drive slowly by the narrow paved zone, the "curb-less" edge, and the tree planters that will line the edges. The planters also allow for enough soil depth to plant trees, as the alleys will be partially built on structure above underground parking.

The Design for Development's requires that the two alleys ending at the Caltrain right-of-way must terminate in either visual focal point, overlooks, or buildings. Other considerations for these alleys are: the probable need for emergency vehicle access at a turn-around or hammerhead; the considerable grade change down to the tracks (about 10' from Street A level); the need for at least one vehicular access point to the tracks for JPB; and the grading needs for ADA and garage access.

Given that the solutions which will meet all of these considerations must be carefully coordinated with the design of the adjacent buildings, the terminus of these alleys will need to be further designed during individual building design.

### Paving

- Unit pavers, colored concrete, or asphalt should be used on driveways.
- Grass pavers are proposed as a potential solution at the terminus of the Visitacion Avenue alley and of the alley between Parcels 11 and 12, where the program requires both emergency vehicular access and open space.

### Planting

- Olive trees are encouraged as street trees.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- The installation size shall be a minimum of 24-inch box.

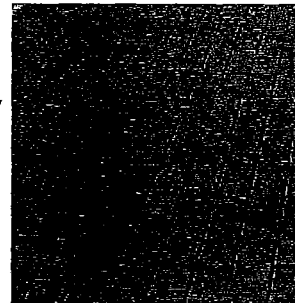
### Furnishings

- Standard trash receptacles shall be used.
- Precast concrete standard or custom raised planters shall be used for trees.

### Lighting

- Building-mounted light fixtures shall be used in the pedestrian path.

## materials and planting palette



unit paver



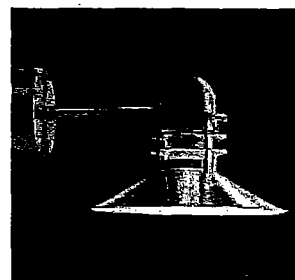
removable bollard



colored concrete



olive tree



possible wall-mounted light style

figure 66: plan P: bayshore boulevard, arleta avenue, and san bruno avenue intersection improvement plan

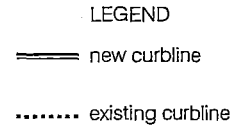
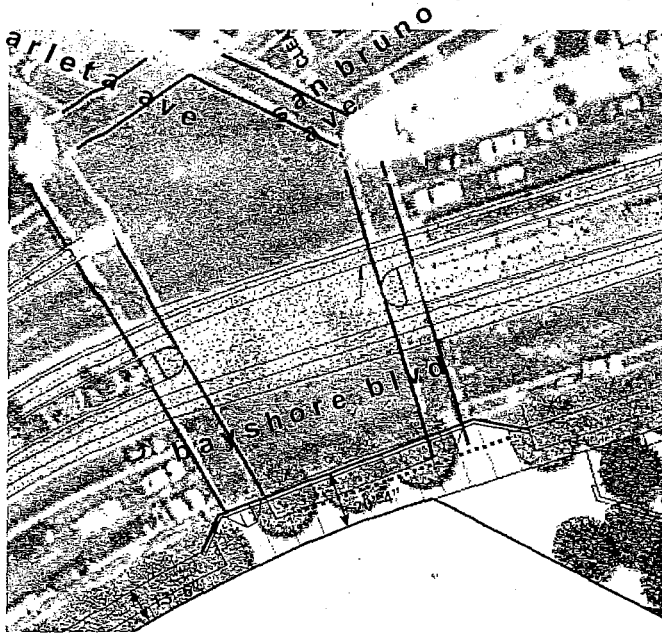


figure 67: plan Q: bayshore blvd and leland avenue intersection improvement plan

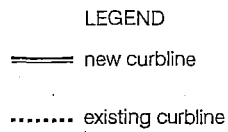
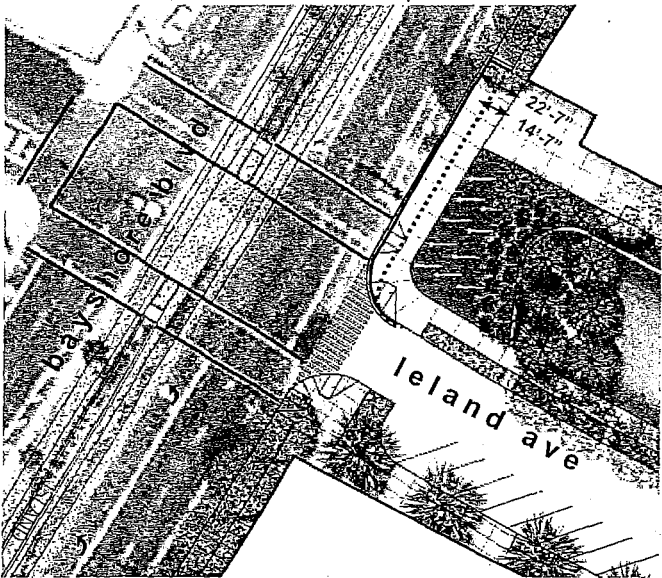
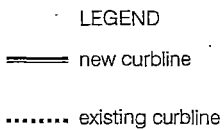
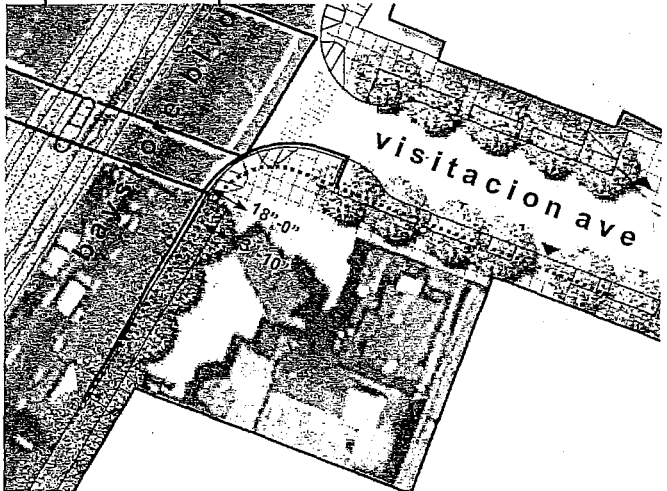


figure 68: plan R: bayshore blvd and visitacion avenue intersection improvement plan





## bayshore boulevard (Figures 66, 67 and 68)]

Bayshore Boulevard is a busy four lane arterial with the T-line running down a central median, and generally regarded as unfriendly to pedestrians. While it is beyond the scope of this effort to study and recommend treatments for the west side of Bayshore Boulevard, there is an opportunity to make streetscape improvements to the east side, as much of it will require rebuilding during construction of the new buildings. The new streetscape converts areas of currently excess vehicular roadway into bulb-outs, expanded pedestrian sidewalks and planting buffers. A continuous strip of ground-plane planting is added in areas where there is no adjacent parallel parking or bus stop. The existing street trees along Bayshore Boulevard are predominantly Brisbane Box with a few magnolia trees. These are generally planted in very small tree wells approximately 3-feet by 3-feet. Healthy existing trees shall be retained when appropriate and as possible. Where the sidewalk is expanded or where there is a new bulb-out, or where the tree will be negatively impacted by construction, replacement street trees shall be installed. A minimum of 5-foot by 5-foot tree wells and structural soil under the sidewalk shall be provided to support healthier tree growth.

### Bayshore Boulevard, Arleta Avenue & San Bruno Avenue Intersection

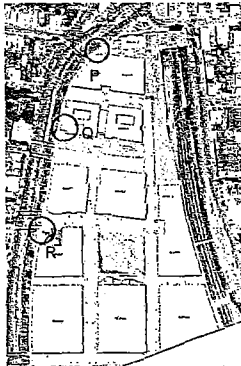
- The existing bulbout at the crosswalk to Arleta Avenue is to be expanded north along Bayshore Boulevard to the crosswalk to San Bruno Ave.
- This allows for a wider planting buffer at the bulbout.

### Bayshore Boulevard & Leland Avenue intersection

- Capture the striped car-free zone at Bayshore Boulevard, north of Leland Avenue to create a bulb-out to shorten the pedestrian crossing.
- Expand pedestrian zone to create more generous sidewalk and wider planting buffer in front of Leland Greenway.

### Bayshore Blvd & Visitacion Ave intersection

- The right turn lane from Bayshore Blvd into Visitacion Ave is currently 14 and a half feet wide. The redesign reduces this to 11-feet wide, and uses the extra 3 and a half feet to add planting along the sidewalk.



section key



File 140445

**From:** RMorine@aol.com  
**Sent:** Tuesday, July 08, 2014 10:22 AM  
**To:** Avalos, John (BOS); Campos, David (BOS); Breed, London (BOS); Chiu, David (BOS); Cohen, Malia (BOS); Farrell, Mark (BOS); Kim, Jane (BOS); Mar, Eric (BOS); Tang, Katy (BOS); Wiener, Scott; Yee, Norman (BOS)  
**Cc:** Board of Supervisors (BOS); jscharfman@universalparagoncorp.com; Flores, Claudia (CPC); Lesk, Emily (MYR); Chan, Yoyo (BOS); rmorine@aol.com  
**Subject:** Please Support Visitacion Valley (agenda itmes 40,48, and 49)

Members of the Board of Supervisors:

Please support the Visitacion Valley community and approve agenda items 40, 48, and 49.

The Schlage Lock Development Project, Development Agreement, and associated general plan and zoning changes have been thoroughly discussed within the community for well over 10 years. The continuance as requested by an unspecified 'group' is unwarranted and undermines the community planning process.

As one of the former Redevelopment CAC members for this project, I can say with certainty that the Development Agreement is robust and reflects the unique aspects of the site and the community. I, as well as my neighbors, will continue to work with the Developer and the City as we move forward to build upon the community benefits agreements were practical and economically feasible.

Thank you in advance for supporting Visitacion Valley!

Russel Morine  
74 Gillette Ave  
SF CA 94134

(1) Don't support a continuance (2) because delaying now undermines the years of community process (3) the Developer's Agreement has a strong community vetted benefits package and (4) there will be ample opportunities after approvals to refine workforce requirements and local Union representations. (5) urge them to support the Visitacion Valley community with a positive vote on the item... (1) Don't support a continuance (2) because delaying now undermines the years of community process (3) the Developer's Agreement has a strong community vetted benefits package and (4) there will be ample opportunities after approvals to refine workforce requirements and local Union representations. (5) urge them to support the Visitacion Valley community with a positive vote on the item...

---

**From:** Board of Supervisors (BOS)  
**To:** BOS-Supervisors  
**Subject:** Files 140444, 140675, 140445: Visitacion Valley / Schlage Lock Development

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**From:** Douglas Fong [mailto:dougf@desbld.com]  
**Sent:** Monday, July 07, 2014 8:07 PM  
**To:** Board of Supervisors (BOS)  
**Cc:** sguanne@yahoo.com; fma6764860@aol.com; BDrda@recology.com; aheins@sbcglobal.net; 'Inskip James'; RMorine@aol.com; cbarnett.sf@gmail.com; tranmarlene@yahoo.com; jscharfman@universalparagoncorp.com; Flores, Claudia (CPC); Lesk, Emily (MYR); Chan, Yoyo (BOS)  
**Subject:** Visitacion Valley / Schlage Lock Development

Dear President Chiu and Members of the Board of Supervisors:

I am writing in support of Items 40, 48, and 49 for the agenda of tomorrow's full Board Meeting of July 8, 2014, encouraging the passing of these items at the earliest possible date.

The negotiation of this development agreement has been over 15 years in the making, and has seen struggles and rebirth that would challenge the equal of any public process. Throughout this time period, members representing the City staff and government, Private Development, and all of the surrounding Communities have met regularly to consider in depth the many specific items and options that make up the final plan for this new and exciting addition to our neighborhood.

As a member of the former Citizen's Advisory Committee, and the current Community Advisory Board, I am here to report that despite all of our questions and disagreements over the years, the Community stands strongly behind this agreement. While none of us is achieving all of what we have wanted, by working together openly and transparently we have seen how compromise has produced the best possible negotiated solution.

Through this long period, we also have a respect for how fragile these types of negotiations can be, as issues are considered and decisions balanced. After all of these years of considering the many components, we are still strong in support of the final plan, and the need for it to happen immediately, already.

While others may claim that their issues have been ignored, please hear the testimony of those of us who have spent these long years in consideration of all of the issues and the negotiation of the result. Please respect that the strong opinions of the Private Sector, the Public Sector, and the Community, have all been brought to bear to create what is presented before you.

This agreement is the product of long trial and error in Public/Private partnership. It is not only a model for how all parties can communicate to make the best possible results, but also how imagination and effort can remove blight from our environment to the benefit of all, even without tax-increment financing.

My heartfelt thanks go to Supervisor Cohen and her office, the Mayor, and especially to those members of staff in the former SF Redevelopment Dept, the Planning Dept., the Mayor's Office, and all of the many government agencies who have educated us through the years on the complexities of this issue. And finally of course to my friends in the Community with whom we have shared much angst and hope. All together, we have created the proposal before you. All we wanted was a Grocery Store, and a fresh new impetus for our neighborhood. We are certain that this plan will make that happen, and I humbly urge you to assist us by helping us pass these items.

Sincerely,  
Douglas Fong