

VISITACION VALLEY / SCHLAGE LOCK MASTER PLAN WORKSHOP
Comments & Questions
Oct. 14, 2006

QUESTIONS FROM LARGE SESSION

Introduction, Ken Rich, Planning Department

- Q: What is the status of the Geneva Extension?
A: It is going to come in conjunction with Brisbane.
A: The City of Brisbane has contracted to do a study for Geneva Avenue and design options.

Presentation, Rick Williams, VMWP

- Q: Can we keep the Caltrain elevator open the platform at night time?
A: This is not within the Planning Department's purview.
Q: What would be the effects of the train running next to the buildings in terms of noise and vibrations?
A: There are techniques to control both noise and vibrations such that neighboring housing would not be too impacted. Environmental studies would be done to give more detail on this prior to plan adoption.
Q: How will the building's height profile work with the topography?
A: There will be gentle step-downs and a general respect for topography. We will leave plan view and get into 3-D models in future workshops.

COMMENTS FROM BREAK OUT GROUPS

GROUP 1 (Ilaria & Aksel)

Framework

- Q: Can we "flip" the plan east-west such that the grocery site and parking lot is closest to the train tracks and the housing along Bayshore?
Q: Can we disallow car access to certain buildings in the northern section of the site?
Q: How do we prevent speeding traffic when the streets are so straight?
A: Texture paving, possible curves.
Q: Why are the streets so straight, it does not fit with the topography?
Q: Would there be multiple entries to the "South Park" green? Breaks on both the eastern and western sides?
Q: How about a land swap with Brisbane for parcels intersected by county line?
Q: Can we have flexible circles around the "Half Moon Park"?
Q: Can there be a retail rights-of-way separating the "Half Moon Park" from the lots beneath it?
- Like the idea of curvilinear streets
 - Be careful about wind tunnels
 - Break up blocks (make them smaller like in Portland)

Scheme A

- Reduce garage accesses and make block North of neighborhood park pedestrian-only
- Leland extension better for traffic flow into site
- South park scheme: define where entries are (edges)
- South park good for more passive activities such as reading, etc.
- Make sure park is not shaded by buildings
- Define better triangular green in Brisbane (SE area of plan). What is it for? Could car access be there instead than along greenway for that block?
- More E/W in blocks in buildings

Scheme B

- Prefer park in B but with more retail
- -Insert flexible space along curved buildings around park
- -Flex space good for retail extension
- -Car circulation access along south edge of the park
- Park should have more opportunities for active sports such as frisbee
- Like mews in B but should have a wonderful design
- We like Leland ending in the park

Open Space

- Q: Will people feel comfortable using the “South Park”-green if not surrounded by retail?
Will it not feel like an intrusion into somebody else’s rear yard?
- Like park in B and greenway/south park in A

Grocery Store/Heights

- We need a grocery store. Mixed use is ok.
 - Be careful with the 7-story buildings flanking the north-south greenway. Is it going to take away sunlight?
- Q: Can you do mixed use grocery and residential with the contamination in the ground?
- Higher density is OK in “accent” buildings if bulk controls are employed.
 - Grocery: mixed-use scheme good along Bayshore. It could be taller
 - Concern about high building in the SE location of site
 - Do not understand why idea of tall building on park: achieve same effect with tall trees in that location (more suitable to park)
 - No to 8-story building on park
 - Should have 4-story buildings (vs. 3) along Bayshore, north of Visitacion Avenue.

Other

- Concern: traffic congestion
- Look at solar and wind issues created by buildings

GROUP 2 (Lisa & Swapneel)

Framework

- Leland termination preferred in scheme B
- Terminate Leland at Bayshore for wind considerations
- Signage: install a gateway feature at the community building
- Pedestrian connection between Raymond and Lathrop Ave in B
- Greenway in A preferred
- Linear greenway preferred over South Park
- Mews in B preferred
- Combine linear greenway with mews (A and B)
- More organic forms needed with linear park
- Break block north of park in B with pedestrian walkways

Open Space

- Need playground for kids
- Reading and seating activities are good (1 vote)
- Dog walking
- European park and fountain in neighborhood park (1vote)
- Circular neighborhood park in option B
- Water feature in the park
- Linear greenway in A should have organic character

Q. Can you have a circular park in B?

Grocery Store

- Different choices, variety and ethnic goods in grocery store
- Potential for small retail in big grocery
- Make the grocery store more Trader's Joe than Safeway

Q. Grocery store as well as Trader Joe's can be accommodated at the same time

- Variety is more important than size of grocery store
- Grocery store on toxic site preferred
- Small scale at Bayshore rather than big box
- Parking lot needs visual impact mitigation
- Different demographics should be considered in planning retail/grocery

Building Height and Variety

- If number of units is not a constraint then 8 story buildings can be avoided
- Avoid 8-story along train tracks especially in the southeast corner
- 8-story could go near neighborhood park.
- There could be an opportunity to build higher in northwest corner
- More height variation preferred

Other

- Community space program –save saw tooth building

- Community programs:
 - Parking place for community
 - Cultural and history showcase
 - Educational workshops

Q. What happens to south site if option 1 in A is implemented?

GROUP 3 (Chris)

Framework

Schemes A and B

- Liked both
- There are no new connections to little Hollywood
- Need true public open space
- Like flexible retail
- Concerned with railroad side
- Consider live-work flex space for galleries and small shops

Scheme A

- More direct access
- Likes wider greenway
- Top part should be respectful of connectivity
- Would like more connection in southern area
- We prefer one-sided greenway
- Keep block structure
- We like extra retail

Scheme B

- Like flow around park
- Prefer curves
- Better building along tracks

Q. Are buildings too close to railroad tracks?

- Make sure there is direct access to grocery

Open Space

- Should be very public
- Concern about mews. (Is it that they seem like private open space? What's the concern?)
- Activities for youth (teens) + all ages
- Safety concern
- Space should be "public"
- Make the greenway as wide as possible, whether next to the buildings or not

Grocery

- Open to either model, please no fortress design

Heights

- Need more study
- Need articulation and setbacks
- Buildings should have interesting architecture
- 6-story OK but there should be articulation (not like Bay Street)
- 8-story: it is hard to decide now

Other

- Opportunity for mixed-use grocery store site
- One person likes open parking lot
- Linear greenway should be wider and less severe, design it maybe with curves
- Connected to the parking lot OK
- Make crossing Bayshore safer
- Maybe too many connections (?)
- Office or incubator space could be feasible
- Maximize ecological model
- More curves in layout
- We like both community garden and ornamental garden

GROUP 4 (Adam & Gary)

Framework

- Like street running into park but not too far, more retail competes with Leland.
- Q. How much retail can the space support? It might take away business from Leland.
- Current commercial spaces on Leland “do not look” like businesses.
 - Like plan B because you look into the park down from Leland.
 - Space for grocery store should be flexible use (mixed-use).
 - Surface parking a waste of space? Maybe half of parking space.
 - Based on contamination issues, housing is a question.
 - Must be flexible...want smaller grocery store initially.
 - More people have moved into area (San Bruno Mountain/Little Hollywood) will attract more people in the future.
 - Plan B- ensure no gates on 5-7 story spaces (near train station).

Open Space

- Greenery and open space a plus, will attract more people.
- “Material” trees/tall trees.
- Park and green streets will connect people from Little Hollywood with Leland.
- Need open space for exercise and walking.

Grocery/Retail

- The Supermarket will kill all the businesses along Leland.
- There has to be a connection between Super Market and Leland.
- Want two entrances on Super Market...have store “open” to the neighborhood.

Building Heights

- Seven stories a little too high, blocks view.
- Higher buildings with setbacks
- Don't want a building looking like a "stack"
- Want a taller building that gradually steps up.
- From Eastern view from train tracks, buildings will look massive.
- People on hill will have little impact from building heights.
- Three stories preferred along Bayshore.
- Even though people don't prefer eight story buildings; it is okay if other people want to live there.

Other

- Concern about pedestrian safety on Bayshore.
- Will not benefit people from Vis Valley/Leland much, more for Little Hollywood.
- San Bruno/Arleta Tunnel (now closed) could help pedestrian safety.
- San Bruno/Bayshore/Arleta intersection dangerous for pedestrians.
- Crosswalk signals too short for pedestrians.

Q: Will development on Schlage slow traffic on Bayshore?

- If traffic is a problem, people may not go to the grocery store.
- Nobody walks to the supermarket; people will drive, causing traffic problems.
- Development will take away parking spaces from residents.

Summary

- Heights along Bayshore low/heights high in the back (near trains) okay
- Connect Super Market with Leland businesses.

Group 5 (Ken & Lisa)

Framework

- In Option B- only a couple streets go across Bayshore
- Scheme A - street comes closer to community center which is good.
- In scheme A like that there are more streets to Bayshore to help congestion and traffic issues.
- Circle is beautiful but not safe creates blind spots for the road that is on top.

Stairs behind community center not clearly drawn how close does the street come to the community center?

- Access from Little Hollywood
 - Bridge Caltrain
 - By community center
 - No other access possible due to the tracks

Retail

- Look at community needs -> hardware, grocery Store, clothing store, pharmacy and a couple others in grocery store location.

Q: Do shops need to go down into Leland?

- People like Scheme B for Leland.
- On Bayshore, wrap retail down Bayshore toward grocery.

Q: Why is retail where it is located?

A: Due to toxic conditions.

- Leland
- We want to make Leland better we should not try and expand stores across Leland
- Smaller shops on Bayshore and no housing on top is preferred
- People want a GYM second story.
- Bay Street
 - Safeway
 - 24 hour fitness
 - Other retail
- People are ok with chain stores
 - Walgreen's
 - Rite Aid
 - Starbucks
 - Gym
 - Hardware
- Don't want to see parking from Bayshore

Open Space

- Long greenways are nice for walking
- Children's play ground
- Places to sit that are safe for seniors

Q: Who would maintain the park?

- People like scheme B to see park from Leland.
- The funding may restrict some elements such as water features
- Needs to be activated with people and activity.
- Scheme A- greenway wide enough to have activities, helps with water run off and do a water feature

Building Heights

- Taller buildings should go south west side
- 5-7 Story buildings should not block views to mountains from Little Hollywood
- Lower heights - 4 stories are most acceptable, 8 stories is too high
- UPC needs a taller building to lower costs of clean up
- UPC wants to put the tall buildings near train station
- We don't want tall buildings to shadow the park

Other

Q. When Master Plan is completed how much does UPC need to stick to it?

- A. Master Plan will have maximum limits for heights and density. Developers can go smaller. Open space layout is specific and where green areas/parks/open space are located to where buildings are located will be defined in the Master Plan.
- Light rail eventually will go to Cal Train Station
 - Community Center-needs dedicated parking but it is very ugly now (current center?).
 - Lot behind Community Center should be landscaped and parking.
 - Little Hollywood will need residential parking permits when Executive Park and Schlage is redeveloped.
 - Housing - Federal Government public housing should not be involved, people don't want Geneva Towers, not over grocery
 - Community Center – (“Dixie”) Schlage name should be a part of the community center.
 - Traffic is very important to address
 - Geneva needs to go through the site.

Claudia's Group

Note: this was a very small group

Framework

- Group preferred all the aspects about alternative B – the mews, the park, the shorter Leland ending at the formal park, the greenway.
- Group liked the idea of a “South Park” because it may slow down traffic but they prefer that if this happens it be narrow to prevent homeless individuals from camping at the park. They expressed they dislike how this happens at Golden Gate Park.

Open Space

- Group thinks that the open space should have both active and passive uses and should pay attention to different users (seniors, kids, families, etc.). They would like to see:
 - A playground for kids
 - Exercise area and a basketball and tennis courts
 - Seating spaces along on the greenway, for example
 - A water fountain
 - Bathrooms/services

Grocery Store

- Group prefers a bigger grocery store and they think the demographic make-up of the community should be a consideration in determining the type of grocery store that goes there.
 - They suggested Ranch 99

Building Height & Variety

- They think tall buildings are ok. This group actually likes more tall buildings rather than just 1 or 2. But they do agree that the tall buildings should be in the “back” (east) part of the site, closer to the train.

Other

- You should consider traffic lights rather than stop lights to slow traffic down, in particular at busier intersections and bigger streets.
- We prefer two-way streets to slow down traffic.
- You should consider metered parking on Bayshore.
- We really want to hear about the parking strategy. 1:1 ratio is not enough since there are households, like ours, with 3-4 cars and having more people will mean that they will try to come park at my property. Can you consider more parking lots on site? We understand one developer will not want to do all parking but there is not enough parking in this area.
- We like the idea of a shared / mixed-use parking lot where you can use it for commercial during the day and for residential in the evening.
- Can you put payphones in the site? We don't have a good wireless antenna out here and service is spotty
- We need to make sure there is affordable housing on the site, first priority for this housing should be given to current residents.
- We'd like to see community facilities and benefits from all this. Can you address that soon?

WRITTEN COMMENTS

Note: only 3 comments sheets with the various comments below were submitted

- Scheme A's visual passageway of the extension of Raymond Avenue needs to be coordinated with MUNI so that a safety issue of trespassing across the Muni tracks is not created.
- Very disappointed that the re-use concept has been completely ignored. Finding creative ways to re-use existing building saves time, money, and is greener.
 - Explore the re-use at the Litho Building for the super market.
- Way too much time is being spent on the open space discussion. We get it. Open space is going to be included.
- 60ft. building height maximum.
- Open Geneva Avenue
- Have them build a large Super Market
- Open spaces to build a park

Q: Is it possible to have police station.