



Visitation Valley/ Schlage Lock

DESIGN FOR DEVELOPMENT



San Francisco
Redevelopment Agency



**SAN FRANCISCO
PLANNING
DEPARTMENT**

Visitacion Valley/ Schlage Lock

DESIGN FOR DEVELOPMENT

FEBRUARY 2009

San Francisco Planning Department
San Francisco Redevelopment Agency

CONTENTS

PART I: VISION, GOALS AND FRAMEWORK	1
Introduction & Project Background	1
Goals For The Schlage Lock Site	6
Existing Conditions	7
Urban Design Framework	16
PART II: DEVELOPMENT CONTROLS & GUIDELINES	32
Sustainable Site Development	34
Land Use	40
Building Development	42
Building Height	42
Massing	43
Setbacks	45
Retail Entrances	45
Residential Entrances	46
Facade Design	47
Roof Design	49
Private Open Space	49
Lighting	51
Signage	52
Parking, Loading, and Bicycle Use	53
Public Realm - Streets, Blocks and Open Space	57
APPENDIX	67
APPENDIX A – Definition of Terms	
APPENDIX B – Public Process	
APPENDIX C – Redevelopment Plan Goals and Objectives	
APPENDIX D – Mayor’s Task Force on Green Buildings Ordinance	
APPENDIX E – LEED for Neighborhood Development Checklist of Sustainable Practices	
APPENDIX F – Community Review Process	

FIGURES

Figure 1-1 Visitacion Valley Schlage Lock Plan Area	2
Figure 1-2 Schlage Lock Project Site and Surrounding Neighborhoods	7
Figure 1-3 Existing Circulation Conditions	10
Figure 1-4 Contamination on the Schlage Site	13
Figure 1-5 Projects Underway in the Plan Vicinity	14
Figure 1-6 Urban Design Concept Plan	17
Figure 1-7A Stand-alone Grocery Store Site	19
Figure 1-7B Smaller Grocery Store Site	19
Figure 1-8 Open Space Plan	26
Figure 2-1 Redevelopment Zones	33
Figure 2-2 Retail Frontages	40
Figure 2-3 Height Zones	41
Figure 2-4 Circulation Map	56
Figure 2-5 Leland Avenue Section at Bayshore	58
Figure 2-6 Leland Avenue Section at Leland Park	58
Figure 2-7 Residential Greenway Section	60
Figure 2-8 Secondary Street Section	61
Figure 2-9 Open Space Plan and Required Public Pathways	64



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 Maxwell held 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 Transit Commission's Transportation for Livable Cities grant to do a second series of workshops to establish a vision for the long-vacant 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 which protected people's health, provided housing opportunities, and provided neighborhood-serving retail, community services and open space.



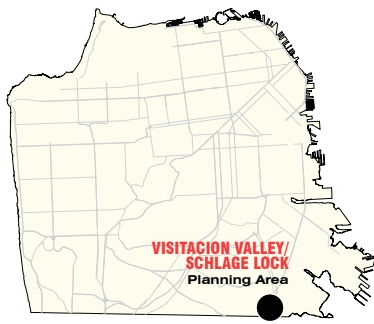


FIGURE 1-1
Visitacion Valley /
Schlage Lock Plan Area



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. Building upon the 2001 workshops, the Strategic Concept Plan, and the 2004 public workshop series for Leland Avenue raised awareness of the natural and built environment of the Valley and its watershed. What began as a project with the fundamental goal of protecting people’s health evolved into a broader objective: that of revitalizing one of the City’s historically overlooked neighborhoods into a model of urban sustainable design for others to emulate. This fundamental goal and the current planning process has resulted in this detailed Design For Development document.

The Visitacion Valley/Schlage Lock planning process has been a collaborative effort of the community, the Planning Department and the Redevelopment Agency.

Redevelopment Project Area

The Visitacion Valley/Schlage Lock Design For Development (Design for Development) is a companion document to the Visitacion Valley Redevelopment Plan. The Board of Supervisors of the City and County of San Francisco designated Visitacion Valley as a Redevelopment Survey Area by Resolution No. 424-05 on June 07, 2005. The Redevelopment Plan builds on the Schlage Lock Strategic Concept Plan published in 2002, and was the result of the Agency's collaborative efforts with the Visitacion Valley Citizens Advisory Committee (CAC), the Planning Department, community members and other city departments.

The Visitacion Valley Redevelopment Project Area (herein referred to as the "Project Area") includes the Schlage Lock industrial site, located at the southern border of San Francisco where Bayshore Boulevard converges with Tunnel Avenue; the segment of Bayshore Boulevard fronting the Schlage Lock site and properties fronting Bayshore Boulevard, and the Visitacion Valley neighborhood's commercial corridor of Leland Avenue. The Project Area, shown in Figure 1-1 and Figure 2-1, include two Development Districts designated as Zone 1 and Zone 2.

Zone 1 is the area considered for significant reuse, and includes the Schlage Lock Site itself, made up of the former Schlage factory grounds and the former Southern Pacific Railroad area. Zone 1 is also described as the "Project Area." Zone 2 contains the properties along Bayshore Boulevard west of the Schlage site, and properties along Leland Avenue, which dead ends into the Schlage site. The boundaries of the Visitacion Valley Redevelopment Project Area, as well as these two zones, are delineated in Figure 1-1, Visitacion Valley Schlage Lock Redevelopment Project Area and Development Districts.

How To Use The Plan

As the controlling document for the Project Area, the Design For Development document, together with the Redevelopment Plan, guides, controls and regulates growth and development in the Project Area. The Development Controls and Design Guidelines contained in the Design for Development document supersede the Planning Code unless otherwise noted in this document.

Part I of the Design For Development provides background information on the site and relevant changes happening in the area. It describes the planning process that lead to the adoption of the plan, and outlines the community's vision and goals for the area. It provides the urban design framework for redevelopment of the Schlage Lock site.



Part II of the Design For Development contains specific Development Controls and Design Guidelines which, in cooperation with underlying San Francisco Planning requirements, regulate development within the Project Area.

Within Zone 1, the 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. The Design For Development takes precedence over the San Francisco Planning Code (Planning Code); however where the Design for Development 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. Individual projects sited in Zone 2 must be generally consistent with the Design Guidelines, as the Design Guidelines will be a driving criteria used in their review and approval. Changes in use, demolitions, reconstruction and additions to existing structures shall also be subject to these Design Guidelines. In this Zone, the Planning Code will regulate the mandatory aspects of development such as land use, height, massing, etc, 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 an additional layer of community review, including community participation and CAC coordination as specified by the Cooperation and Delegation Agreement for the Visitacion Valley Redevelopment Project Area, and community review as dictated by the Visitacion Valley Design Review and Document Approval Procedure (DRDAP). A broad outline of the design review process is provided in Appendix F. Development in Zone 1 will be subject to an Owner Participation Agreement (OPA) between the Redevelopment Agency and the project developer. An OPA requires a project sponsor to implement the plan components described in this document and outlines the review process for the design of streets, open space and buildings. Public infrastructure such as streets and park design will also be subject to review by other City Departments as covered by an interagency cooperation agreement.

Implementation of the Design for Development for the Schlage Lock site will be shared between the project developer and the City. The Schlage Lock site developer will be required to adhere to the land use plan and urban design framework espoused in the document. The City will be responsible for carrying out certain transit, transportation and circulation improvements necessary to serve the larger neighborhood and Project Area.

Design for Development Amendment

If and when it becomes necessary and appropriate to amend the Design for Development document, amendments shall be approved by both the San Francisco Planning Commission and the San Francisco Redevelopment Agency Commission after discussions with the Citizens Advisory Committee to receive public comment on the proposed amendment. The Planning Department and the Agency will pursue amendments to the Design for Development as needed to adapt the document as relevant changes are made to the Planning Code. Amendments to the Design for Development must be consistent with the Redevelopment Plan and with the San Francisco General Plan. Substantive changes may require accompanying amendments to the San Francisco General Plan and Planning Code. Amendments to the Design for Development will be subject to the California Environmental Quality Act (CEQA).



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. 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 CAC meetings and public workshops. A list of the public workshop topics is provided below; descriptions of the workshops are contained in Appendix B.



- 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

It should be noted that public engagement in redevelopment of the site will continue. As described on the preceding text, the Project Area will be subject to additional community review as specified by the Cooperation and Delegation Agreement for the Visitacion Valley Redevelopment Project Area, and the Visitacion Valley Design Review and Document Approval Procedure (DRDAP).

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 and Bayshore and provide retail and services for the surrounding community.

As visioning for the site progressed, the community members began articulating goals went beyond those limited to the Schlage site, to address Citywide and even regional issues including: brownfield remediation, economic development, affordable housing, comprehensive open space planning, leading to 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 the 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, a site design that encourages walking, and encourages the use of transit; a network of well designed open spaces, public resources and amenities. They 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 are included as full text in Appendix C, are intended to lead to a demonstration project for sustainable growth that will be looked at as a model across the City and the region.

EXISTING CONDITIONS

Project Area Location

The Project Area contains the former Schlage Lock Company industrial site; 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. It 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. The larger Visitacion Valley neighborhood surrounding and to the west of the Project Area 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 Schlage Lock site and its context.



Active street life on Leland Avenue



An intersection along Leland Avenue

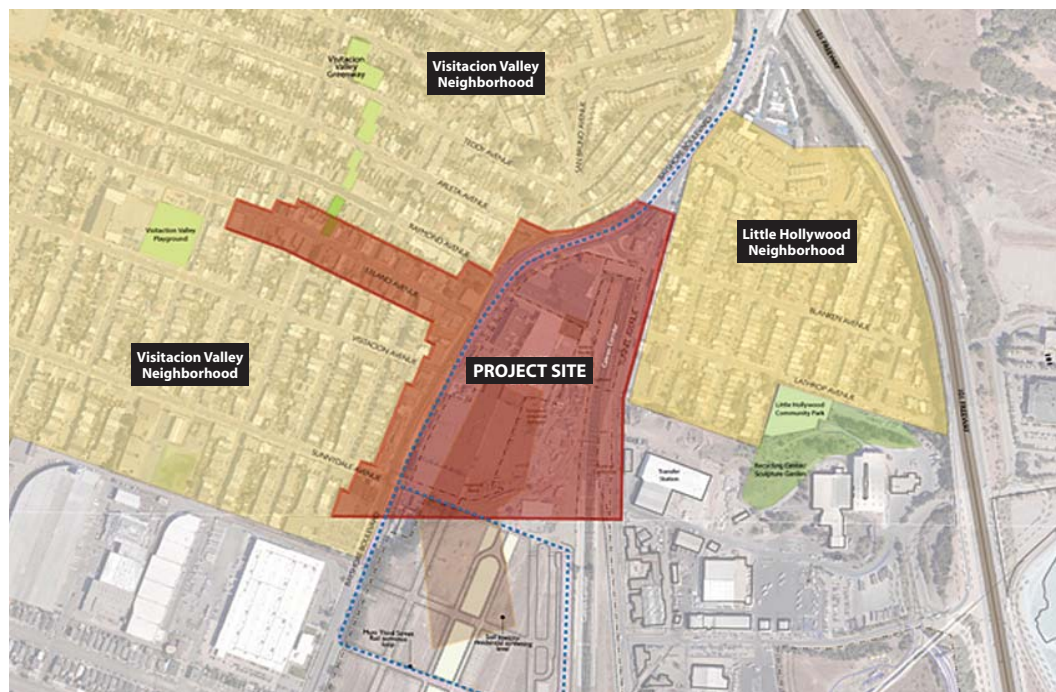


FIGURE 1-2
Schlage Lock
Project Site and
Surrounding
Neighborhoods



The Schlage Lock Factory on opening day June 25, 1926

HISTORY OF VISITACION VALLEY



View towards Schlage Site along
Bayshore Avenue

The northern portion of the San Francisco Peninsula was home to the Yelama 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 Schlage Lock site has long been home to manufacturing and industrial uses. The site was formerly occupied by two major companies: the Schlage Lock Company (the west 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 Railroad 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 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, 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 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 all stormwater and wastewater in a single sewage system and conveys it to the Southeast Wastewater Treatment Plant, at 750 Phelps Street in the Bayview Hunters Point neighborhood. The water is discharged to the Bay after treatment, but during high water flows associated with winter storms, some untreated wastewater is released to the Bay as combined sewer overflows. An overflow outlet from Visitacion Valley occasionally discharges untreated wastewater south of Candlestick Point. Because the Southeast Treatment Plant handles 80 percent of all of the wastewater generated within the City of San Francisco. Because of the impacts of the CSS on Bayview Hunters Point and the Bay, and a pattern of local flooding during storm events, alternative stormwater management strategies are a priority in this neighborhood and for this project.



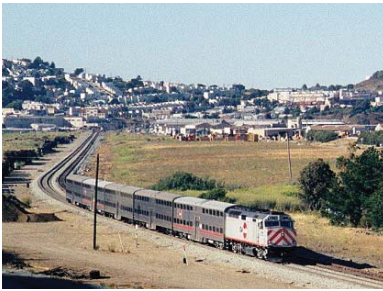
An office structure on the Schlage Lock site, 1926



Schlage Lock Company Headquarters



The new Muni T-line



Caltrain leaving Bayshore Station

TRANSIT

Visitacion Valley is located adjacent to an important transit node in the southern portion of the city. The recently opened T-Third Muni Metro-line, with two stops along Bayshore Boulevard, and the Caltrain Bayshore stop, located east of Sunnydale Avenue at Tunnel Avenue both serve the neighborhood. Future improvements to the T-Third Muni Metro line include extending its terminus, currently situated South of Visitacion Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station. In addition, several cross-town Muni bus routes serve the area, with stops along Bayshore Boulevard. Because of all of these transit connections, the Schlage Lock development 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 recently constructed Muni Metro T-Third Street light rail line along Bayshore Boulevard was a major improvement to the future of the neighborhood supporting new development in the area. SFMTA's recently released Transit Effectiveness Project proposes future improvements to the area's Muni network, which simplify routes in the Bayview, Hunters Point and Visitacion Valley to provide shorter, more direct trips, and provide more frequent service between Downtown/Chinatown and Visitacion Valley on the 9X-Bayshore Express. Future improvements to the line include extending its terminus, currently situated South of Visitacion Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station. Specific project plans have not yet been approved.

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 also links the neighborhood to other points in San Francisco and south to Brisbane. Bayshore Boulevard also 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. No public rights-of-way extend east across the Schlage Lock site to the Caltrain Bayshore station. Currently, Visitacion Valley residents access the Caltrain station by car via Blanken Street to the north, or at the southern edge of the site by walking along the constructed portion of Sunnydale Avenue, continuing along unimproved, privately owned property.

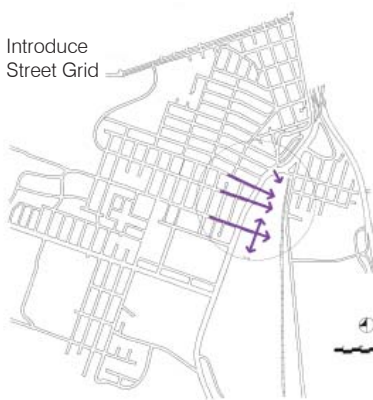
Leland Avenue Streetscape Improvements



Create
Neighborhood
Fabric



Introduce
Street Grid



Build Greenway
Linkages



Urban Design Framework



Pedestrian access to the site is constrained as well. The lack of crossings, extreme width, and high traffic along Bayshore Blvd, particularly during rush hour, make eastward crossings difficult and unsafe. They also increase the gulf between the existing Visitacion Valley neighborhood and the Schlage site/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 2005 plan to redesign Leland Avenue, with the goal 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 will include corner bulb-outs and other traffic calming strategies, paving and crosswalk improvements, new street trees and landscaping, street furniture and pedestrian scale lighting, and new trees and plantings.

Planning for new 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, aims to evaluate 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 p 16) are expected to create impacts on the regional transportation network. Highway and roadway improvements, including a new US 101/Geneva/Harney interchange, an extension of Geneva Avenue from Bayshore Boulevard, and a new Bus Rapid Transit facility from the Hunters Point Shipyard to the Balboa Park BART Station, are being considered to address these impacts.

HAZARDOUS MATERIALS AND SITE CONTAMINATION

The Schlage Lock site is considered a brownfield site. The soil and groundwater on the site is contaminated with materials used by the industrial uses formerly on the property. The most highly contaminated soils and groundwater are located in the southwestern portion of the site. Other areas of the site contain less contamination. Contaminated soil has to be treated, or removed and replaced with clean soil, and contaminated groundwater will be remediated before site development can proceed.

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. A Remedial Action Plan approved by DTSC, including a funding program for hazardous material remediation will be required before development and reuse of the site can proceed.

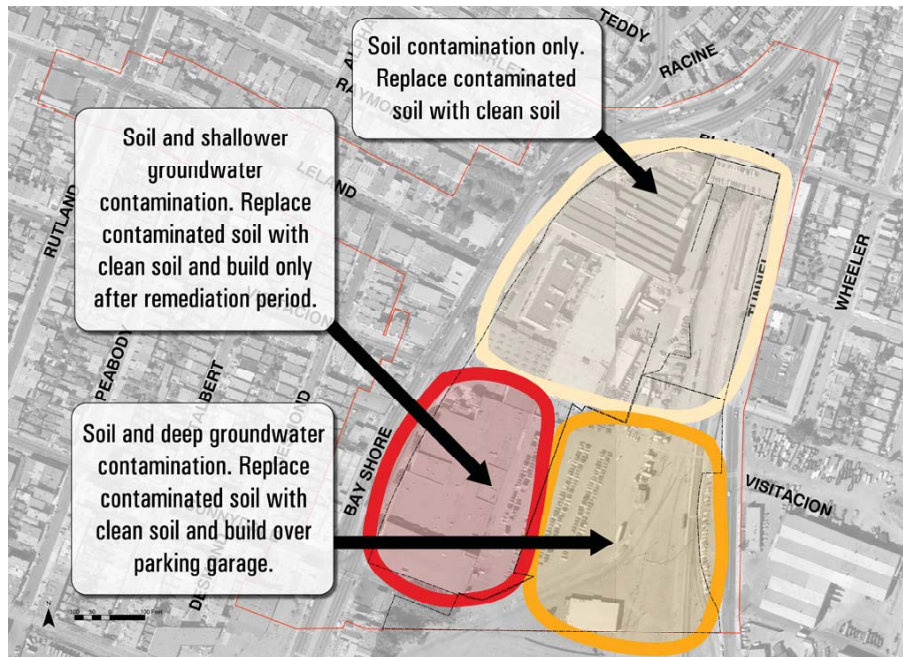


FIGURE 1-4
Contamination on
the Schlage Site

EXISTING LAND USE CONTROLS

In August 2000 temporary zoning controls were imposed on the Schlage Lock site (Zone 1), changing its parcels from their existing industrial districts of “M-1” (Light Industrial) and “M-2” (Heavy Industrial) Use Districts, to an “NC-3” Neighborhood Commercial zoning controls. The interim zoning controls were intended to encourage long-term planning for the site. These interim controls have since expired. Part of the impetus for the Design For Development document is to update land use controls and to provide appropriate permanent controls for the site.

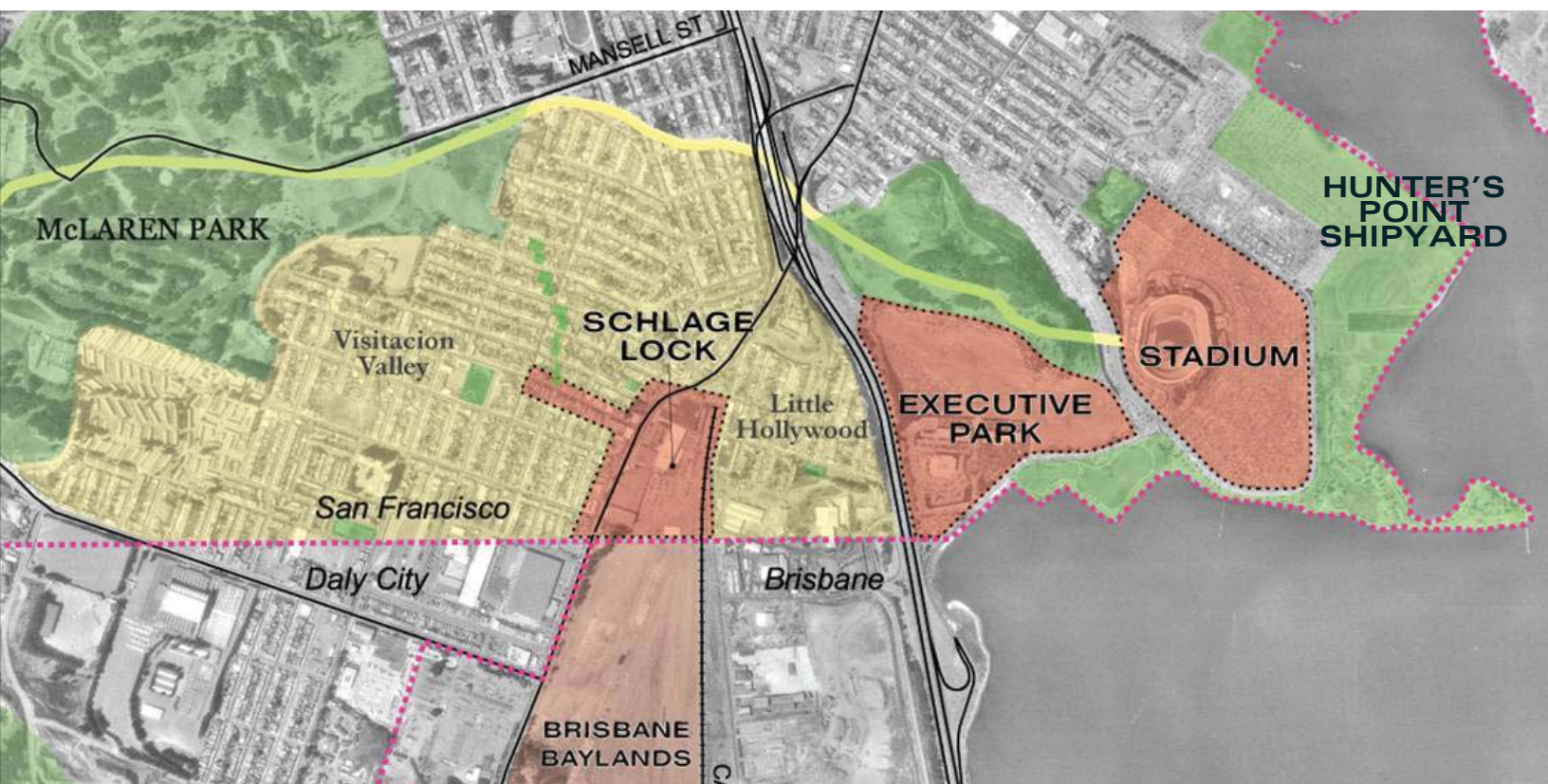
Property in the rest of the Project Area (Zone 2) is zoned Neighborhood Commercial. The property that lies north of the Schlage site, a triangle-shaped block bounded by Blanken, Bayshore and Tunnel Avenue, is zoned NC-1 (Neighborhood Commercial Cluster District). NC-1 Districts are intended to serve 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 for a wider market. The NC-2 District also extends about four blocks along Leland Avenue, from Bayshore Boulevard to Cora Street. The district controls provide for mixed-use buildings, where commercial development is permitted at the ground and second stories. Neighborhood-serving businesses are encouraged. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability in 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 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 identifies seven of the eight buildings 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 Plant 1 Building (distinctive for its sawtooth roof) as contributing resources to the site. Both buildings were constructed circa 1926. It identifies the Schlage Lock Factory machinery remnants located in Plant 1 and Plant 2 as resources because of their ability to yield information important about the industrial history of the area.

FIGURE 1-5
Projects Underway
in the Plan Vicinity



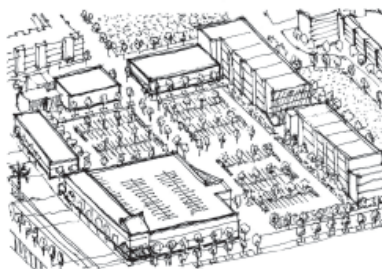


Brisbane Baylands

OTHER PLANNING EFFORTS

The Schlage Lock development will also be influenced by a number of significant development projects in the area that are scheduled to be developed in a similar time frame. They include:

- **Leland Streetscape Plan:** In 2005, the City completed a plan to improve the Leland Avenue Streetscape, the neighborhood ‘main street’ of Visitacion Valley. Specific design improvements will include corner bulb-outs and traffic calming strategies, paving and crosswalk improvements, new street trees and landscaping, street furniture and pedestrian scale lighting,
- **Leland/Bayshore Commercial District Revitalization Plan:** This 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.
- **Executive Park:** A Draft Plan, which develops a new vision for the unrealized office park east of U.S. 101, and transforms it into San Francisco’s newest residential neighborhood, has been developed and is undergoing community review. The Executive Park project will add approximately 2,800 residential units to the area.
- **Candlestick Point/Hunters Point Shipyard:** Development proposed at Candlestick Point includes approximately 9,500 dwelling units, 600,00 square feet of new retail, and two million square feet of research and development space. Plans proposed for Hunters Point Shipyard include 2,500 dwelling units, two million square feet of research and development space, artist housing and work space, and construction of a new large stadium to replace the existing Candlestick stadium as home for the 49ers football team.
- **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 retail and office 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.



The Schlage site's redevelopment includes a mix of land uses, including a grocery store...



... new mid-rise residential units...



... and smaller scale residential, such as townhomes.

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 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. A new park 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. The Development Controls and Design Guidelines establish standards for new buildings, streets and open spaces.

The Urban Design concept in 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 actual improvements provided through site development will depend on project feasibility. The details that follow are intended to be illustrative only and are subject to refinement during the project review process.

Land Use

The revitalization and regeneration of the Visitacion Valley neighborhood requires an active mix made up of commercial uses to support 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 1,250 dwelling units of various sizes and affordability levels throughout the site, as well as new parks and a community center at the Schlage Lock administrative office building on Blanken Street. Figure 1-6 presents an illustrative land use plan for the Project Area that will provide this mix.



FIGURE 1-6
Urban Design Concept Plan



Residential uses will line the Schlage Greenway.



Retail uses will continue along Leland Avenue



Open spaces will be connected throughout the new development

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 plan recommends increasing the permitted height on parcels fronting the west side of Bayshore Boulevard from 40 feet to 55 feet. This will accommodate more commodious ground floor retail spaces while not diminishing the amount of housing above the first story. The height change will require an amendment to the City’s Zoning Map. .

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 the extension of Leland Avenue, Visitacion 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 units will also be constructed on the Schlage Lock property along Raymond Avenue, Visitacion Avenue, Sunnydale Avenue and on the remaining properties fronting Blanken Park, Leland Park and the Schlage Greenway.
2. **Retail: Neighborhood Commercial Businesses and Personal Services:** The plan a calls for a mid-sized (40,000 - 50,000 sq. ft) grocery store to be developed on the Schlage Lock site, as part of a mixed-use development at the site’s southwestern corner, at the intersection of Bayshore Boulevard and Sunnydale Avenues, as shown on Figure 1.7a. The plan also allows for two site alternatives should this not be feasible: 1) a stand-alone grocery at the same location, should soil remediation not achieve levels acceptable for housing and if mandated by the DTSC-required remediation program, , as shown in Figure 1.6b; or 2) a smaller grocery store may also be provided at the intersection of Leland and Bayshore Boulevard, as shown in Figure 1.7b. 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, and along Bayshore Boulevard in Zone 2. Within Zone 1, along Leland Avenue, and along other key streets in the Schlage Lock site, 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 as well as other nonresidential uses. Flex space will offer the opportunity for connections with living units above, to offer the potential of true live-work activity.



FIGURE 1-7A
Plan illustrating a stand-alone grocery on the site's southwestern corner. If mandated by the required remediation program.



FIGURE 1-7B
Plan showing a smaller grocery store provided at the intersection of Leland Avenue and Bayshore Boulevard.

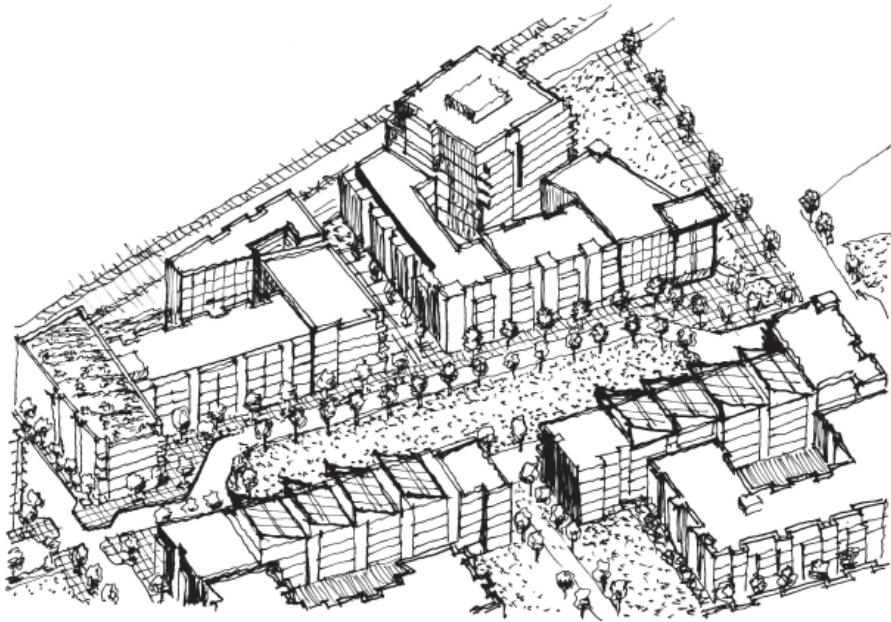
3. **Institutional:** As a part of park development, the Old Office building shall be renovated and re-adapted to institutional and community uses. Its program will be oriented to the needs of the local community. Specific uses of the community center structure will be programmed subject to further planning and community involvement.
4. **Public Open Spaces - Parks, Streets and Pathways:** New open spaces, including three parks and a new plaza at the Schlage site's entrance on Leland Avenue, will be created on the Schlage Lock site. The new parks and plaza will be developed to be a part of the already existing open space network that includes the Visitacion Valley Greenway, the Visitacion Valley Community Center, Visitacion Valley Playground, Little Hollywood Park, and other parks located some distance away, including Kelloch-Velasco Minipark, Herz Playground and McLaren Park. These parks and plazas shall be designed in concert with a network of street and pathways, including the revitalized Leland Avenue and its extension into the Schlage Lock site, to create pleasant pedestrian connections between all open space components.
5. **Parking And other Accessory Uses:** Development at the site will support the City's transit-first policy. Accessory off-street parking, particularly visitor parking, will be limited to encourage transit use. Surface parking lots are highly discouraged. Accessory off-street parking will be allowed, with restrictions on the maximum amount permitted in both Zones 1 and 2. Such accessory off-street parking shall be located below grade or screened with planting or other materials so that it is not visible from the street. The developer shall establish a parking management program that shall control street parking throughout the site, linked to consumer demand, to discourage parking by off-site users for long periods of time. Metered or timed street parking will be provided on most public streets, except the curb along the "Greenway Park, due to the narrow right-of-way.

Built Form

Podium buildings constructed on long north/south blocks will have frequent breaks in their facades to reduce the apparent building mass and bulk, and to provide physical and visual connections through the site. Three housing types are envisioned for the site- mid-rise podium buildings providing higher density multi-family units at limited locations, courtyard podium buildings where housing units encircle a common open space, and attached row house units. Regardless of type, housing units will contribute to an active public realm, by providing doors and windows on all street facades, and individual building entries and stoops for each group of residential units. A variety of design features will shape the urban form of buildings on the site, including building setbacks and stepbacks; window bays, building recesses, special corner treatments; and varied roof lines to provide visual interest, consistent with building forms in other San Francisco neighborhoods.



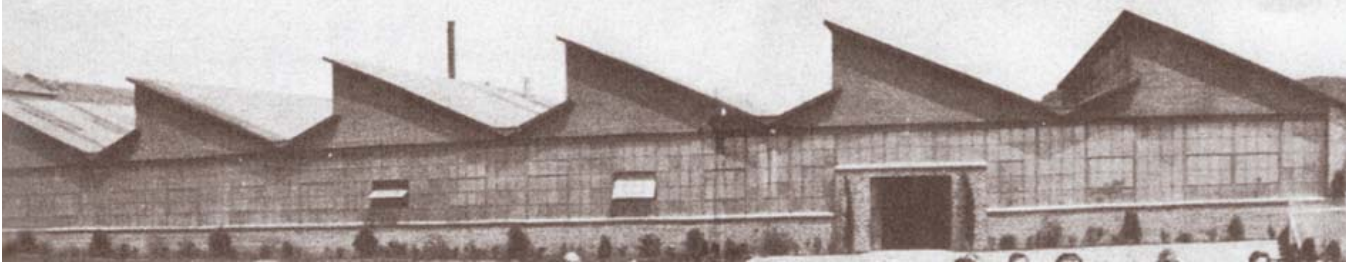
A rendering of a mid-rise podium building on the Schlage site.



On the southeastern corner of the site, a mix of 5 and 6 story buildings will be accentuated by a slender 8-story midrise.

One of the core recommendations from the community was that the architecture and the massing of the buildings be articulated – that building heights vary 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 from three to eight stories. These building forms will enable construction of up to 1,250 units, with greater intensities in the southern portion of the site adjacent to transit, 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.

- Buildings that range from 3-5 stories are recommended in the area north of Visitation Avenue and along Bayshore Boulevard. Building facades will be articulated and offer visual variety to create a pleasant edge for pedestrian circulation along Bayshore Boulevard. These buildings could be attached townhouses or podium structures.
- 3-5 story mixed-use buildings, with a portion of the building at 6 stories to mark the Sunnydale/Bayshore ‘gateway’, are recommended for the southwest corner of the Schlage Lock site, in cooperation with retail development (or single story retail should housing construction not be feasible due to soil remediation requirements).
- 5-6 story buildings are proposed at the northeast and southeast corners 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.
- 5-6 story podium buildings are proposed in the southeastern residential portion of the site. Buildings will be oriented to take advantage of views to the Greenway.



The Sawtooth Building on the site.

- 8-story mid-rises are designated at two sites seen as optimal for taller buildings, where the taller building would act as visual “landmark” for the development. One is located at fronting “Leland Park” at Visitacion Avenue immediately west of the railroad track; the second site is on the north side of Sunnydale Avenue immediately west of the railroad tracks and Caltrain Bayshore station.

HISTORIC COMMEMORATION

The plan calls for the retention of the Old Office Building. It has been identified by the Historic Resource Evaluation as a contributing resources, and will be rehabilitated and used as community space. Space may be used for a range of community uses, including educational programs, community events and local nonprofit offices.

While several other buildings, including Plant 1, or Sawtooth, Building, have also been identified by the community and by the Historic Resource evaluation, as an important resources which contribute to the district, DTSC has 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 will be necessary. In order to find all the sources of contamination and remove them prior to development or inhabitation, DTSC has stated that the investigation will require demolition of all other buildings to complete the remedial action process., and make the site safe for human habitation.

The Historic Resources report identifies several mitigation measures, which have been built upon and augmented by the Visitacion Valley CAC Historic Resources Sub-committee as well as through input by the Landmarks Preservation Advisory Board. Mitigation measures include documentation of the buildings on the site, including architectural drawings, photographs and written history, and relocation and salvage of significant historic features such as building components or, machinery. Materials and objects that can be removed, preserved or reused, should be incorporates into new construction, streetscape and park designs. Salvage pieces can also be used off-site and Southern Pacific Railroad buildings and materials could be relocated and adaptively reused at the Roundhouse in Brisbane or the Caltrain/future multi-modal station.

Commemoration of the site should occur in a number of ways: through a physical history collection, using items from former workers; via an educational component, including an oral history created from interviews with employees and neighbors, a web site, and perhaps a video documentary of the site; using historic features in exhibits or public displays, and 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 Visitation Valley neighborhood, and to encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. The Design For Development establishes a new circulation grid on the Schlage Lock site, connecting the site to the existing Visitation Valley neighborhood and the future Brisbane Baylands Development. The project will extend Leland Avenue, as the primary entrance and retail spine of the development, across Bayshore Boulevard. Raymond, Leland, Visitation and Sunnydale Avenues will also continue east across Bayshore Boulevard to the project site. The street grid system will be designed and constructed to safely accommodate pedestrians, bicyclists and vehicles, a well as meet anticipated vehicular traffic and parking needs. The extended street grid will link the new development physically

Pedestrian improvements along Bayshore Boulevard, and throughout the site.



and visually to the neighborhood and encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. 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-scaled lighting and street furniture, similar to those incorporated into the Leland Streetscape Improvement Plan.

Careful consideration will be given to the design of streets where they terminate at the Caltrain railroad right-of-way west of Tunnel Avenue. They will be designed to provide open space and overlooks to Little Hollywood to the east. 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 parking structures below buildings or to provide necessary turn-arounds, 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 developer of Zone 1 will be required to contribute towards identified local and regional transportation improvements necessary to adequately serve the area and mitigate project impacts, including modifications to the design of several intersections along Bayshore Boulevard in order to provide better vehicular access to the site and the surrounding neighborhood and improve pedestrian safety without negatively impacting the Muni T-Third Street light rail line operations. Specific improvements include:



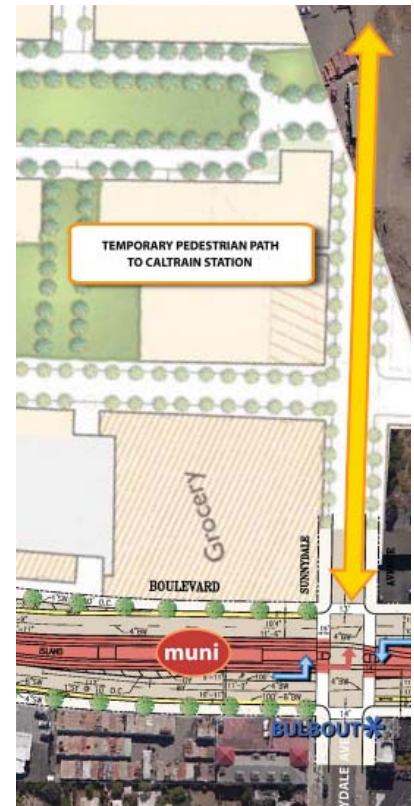
Strategies to slow traffic from the US 101 off-ramp include rumble strips, speed limit signs, and radar information signs.

- Traffic calming strategies along the San Francisco segment of Bayshore Boulevard to slow traffic from the US 101 off-ramp, including street pavement texture changes (rumble strips), additional speed limit signs, and installing radar speed signs displaying the speed of oncoming vehicles.
- Signalized intersections and pedestrian improvements at the major east-west crossings along Bayshore Boulevard, including Arleta, Leland, Visitacion and Sunnysdale Avenues, such as timed traffic lights, raised or specially paved crosswalks, sidewalk bulb extensions and blinking crosswalk inserts to aid in pedestrian crossings.
- Pedestrian improvements at the major east-west crossings along Bayshore Boulevard, including Arleta, Leland, Visitacion and Sunnysdale Avenues, such as timed traffic lights, raised or specially paved crosswalks, sidewalk bulb extensions and blinking crosswalk inserts to aid in pedestrian crossings.

- Enhancements to Bayshore’s intersections with Blanken Avenue, Arleta Avenue, Leland Avenue, Visitacion Avenue and Sunnydale Avenue to better accommodate future vehicular turn movements, including turn lanes where feasible.
- Improvement of a connection to allow vehicular and pedestrian movement eastward into Little Hollywood. One possible improvement is the construction of a bridge at the extension of Raymond Avenue through the Schlage Lock site, designed to connect with Lathrop Avenue in Little Hollywood.
- A short-term pedestrian connection along Sunnydale Avenue, and a long term extension of the public street and the T-Third Muni line, to connect Bayshore to the Caltrain station and create a multimodal transit station.
- Highway and roadway improvements to coordinate with the Bi-County Transportation Study, including a new US 101/Geneva/Harney interchange extending Geneva Avenue from Bayshore Boulevard, to address regional traffic impacts.

The Zone 1 developer shall be required to complete a transportation study covering the design of these off-site roadway improvements necessary to accommodate the development before the initial development phase of development phase commences. The needed improvements should be completed before occupancy of the initial phases of development, or (if development of Zone 1 proceeds in stages) in future phases, with transportation improvements constructed in pace with demand created by new development. The cost of improvements directly related to the Schlage development may be funded by the Zone 1 developer, by the Redevelopment Agency, or by a combination of both the Zone 1 developer and the Redevelopment Agency.

In addition, the Redevelopment Agency and the Planning Department will continue to participate, in partnership with the San Francisco Transportation Authority and several other jurisdictions on both sides of the San Francisco/San Mateo county line (including the City of Brisbane, San Mateo County Transportation Authority and Caltrans), in the completion of the Bi-County Transportation Study and formulation of related programs specifically intended to develop priorities, schedules, designs, and public/private funding strategies to accommodate anticipated cumulative developments in the southeast San Francisco/Brisbane/Daly City area. These interjurisdictional improvement priorities are expected to include the Geneva Avenue extension project, the Harney Way re-build project, the planned Geneva-Candlestick U.S. 101 interchange reconfiguration, additional improvements to the Bayshore Intermodal Station and station area, and the planned Muni Third Street Light Rail extension.



A short-term and a long term pedestrian connection will link the T-Third Muni line to the Caltrain station.

Public Open Space

The plan 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 three neighborhood parks: a community open space at the northernmost point of the site (for the purposes of this document, referred to as “Blanken Park”, approximately 1 acre), a neighborhood park at the terminus of the Leland Avenue extension (“Leland Park”, approximately 1 acre); and a linear park at the southern portion of the site, modeled after South Park, (the “Schlage Greenway”, approximately 1/2 acre). It will also include “Leland Plaza,” a central plaza located on the northeast corner of the Leland Avenue and Bayshore Boulevard intersection. In addition, the open space network will include the revitalized Leland Avenue and pedestrian-friendly landscaped streets within the Schlage site; and new pedestrian pathways, greenways and mews to connect the new open spaces through the site to the surrounding neighborhood.

FIGURE 1-8
Open Space Plan



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.

While specific design plans for the public parks have not been prepared, community members did give significant feedback about park design and facilities for each park site at the community workshops. That feedback, provided below, will be used as a starting point for park design, and will be built upon during a required public design and community involvement process to draft a Streetscape, Open Space, and Community Facilities Plan for the site. Specific park designs and proposed park improvements will be determined only after this public design and community involvement process is concluded, as will be specified in an Owner Participation Agreement (OPA) with the City.

- **LELAND PLAZA:** This open space will be created as corner plaza at the northeast corner of Leland Avenue and Bayshore Boulevard. It will be constructed by creating a notch in the building located at this northeast corner, and coordinated with a sidewalk bulb out at the same location, to create a space large enough for gathering and circulation. It shall be fronted by commercial activity which opens onto the plaza. The plaza will also create a visual connection from Leland Avenue and Bayshore Boulevard to Leland Park.
- **BLANKEN PARK:** “Blanken Park,” will be located around the historic office building at the northernmost part of the site. The park grounds will 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 may offer community gardens – “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 will 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 shall extend above the railroad tunnel. As a part of park development, the Old Office building itself shall be renovated and re-adapted to community center use
- **LELAND PARK:** This neighborhood park will have frontage on the Leland Avenue extension. The park site is just over one acre in size; it may include both softscapes and hardscapes. The Leland Avenue sidewalk edge includes a wide sidewalk along Leland Avenue. The park may include a BBQ area, a tot lot and seating areas for their caretakers. Other features may include flower gardens, public art and a water feature. The park should be designed so

that it is visible from Leland Plaza , via a broad sidewalk and building setback along Leland Avenue to facilitate views to the park, or through a midblock crossing providing access from Bayshore directly to the park. 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.

- SCHLAGE GREENWAY: The Schlage Greenway, approximately one acre in size, is located in the southeast portion of the site. The park form is modeled after South Park (a long narrow oval). The park may include regular perimeter tree plantings, paths for walking, jogging and dog walking, and may include a water feature or other element to attract users. The park should provide active play spaces, as well as quiet landscaped areas. Stormwater runoff may be directed to a bioswale element to capture rainfall runoff for use on-site.

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



A rendering of Schlage Greenway, lined with active residential uses and connected to the Brisbane Baylands.



Site Sustainability

The Visitacion Valley Schlage Lock Project Area 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. And while the Schlage Lock site's contaminated brownfield condition does present challenges, it also presents opportunities to showcase sustainability strategies that can serve as a model at a City and State level.

The community recognized the inherent opportunities provided by the site to create an eco-friendly model of green urban development, and has made sustainability a primary goal of the site and neighborhood redevelopment. Sustainable development practices are called out in the Design For Development's design framework, as described below. They will be implemented through the Development Controls and Design Guidelines.

- Contaminated soils and groundwater on the vacant Schlage Lock will be remediated as required by the California Department of Toxic Substances Control (DTSC), per the Remedial Action Plan.
- Redevelopment will reuse the existing structure of the former Schlage Lock office building, and utilize demolition material throughout the site where materials are not contaminated.
- New construction on site will be designed to the highest level of current green building standards, and shall meet or exceed the recommended levels developed by the Mayor's Task Force on Green Buildings.
- The parks and streetscape elements will be designed to collect, treat, and utilize rainwater for irrigation, 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.
- New building roofs will be used creatively, as open spaces i.e. rooftop terraces, as "green roofs" that can assist in energy efficiency and stormwater management, and/or to generate energy on-site, other through 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 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.



Permeable sidewalk features allow for stormwater to infiltrate



An example of a green roof

GREEN BUILDINGS

The City has adopted a Green Building Ordinance that comprehensively address most major private sector construction projects in the City. This plan requires development within the Plan Area, and specifically on the Schlage Lock site, to adhere to those requirements in addition to site specific provisions described herein. See Appendix D for a detailed explanation of requirements.

To further enhance sustainability efforts, and to expand the site's visibility as a model for sustainable urban development, the City has submitted the Visitacion Valley / Schlage Lock Design For Development project to be evaluated as part of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) pilot program.

The preliminary LEED-ND evaluation, including only the currently known parameters of the site development has determined that the project may be rated at the LEED-ND Gold level. By incorporating the ecological design program described above and detailed in the sustainable development practices of the Development Controls and Design Guidelines in Section II of this document, the project's score will likely be higher. Information on the LEED for Neighborhood Development Visitacion Valley Pilot Project, including a Checklist of Strategies, is contained in Appendix E.

COMMUNITY HEALTH

The Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) was initiated in 2004 by the San Francisco Department of Public Health 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 development, and to identify ways that development in San Francisco could promote and protect health. The process created a tool that could provide a "health impact assessment" of new developments, by reviewing the development's provision of critical elements 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. While the tool was not developed specifically to evaluate the Visitacion Valley / Schlage Lock proposal, many aspects of the plan reflect its efforts.

The Design For Development plan promotes community health in a number of ways. Site clean up is critical to the community's health, thus toxic issues will be remedied on the Schlage site before any change occurs. Pedestrian safety will be increased through careful street, intersection and project design; personal safety will be enhanced by the positive economic climate revitalization will incite greater retail activity and new jobs, more engaging the community, and create more eyes on

the street. Initial plans for programming the project's public amenities through the Redevelopment Plan include educational and job training programs at the community center, community gardening at one of the neighborhood parks, and a weekly farmer's market sponsoring locally grown food at Leland Park. 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 households of very low, low and moderate-incomes;
- easy access to public resources such as parks,
- a community center,
- transit and neighborhood-serving retail;
- sustainable building practices in buildings and ecological design strategies for infrastructure.
- support for local business retention, improvement, and expansion; of existing businesses
- attraction of new businesses and the provision of assistance to the private sector,
- support to ensure the site is remedied to the highest levels.

The plan's implementation will continue to work to promote health at the neighborhood level, and the implementing agencies of the plan will continue efforts with the Department of Public Health to assess the impacts of the development as it occurs.



DEVELOPMENT CONTROLS & DESIGN GUIDELINES

INTRODUCTION

The Development Controls and Design Guideline are intended to guide development within the Project Area toward the vision developed at the public workshops and Community Advisory Committee (CAC) meetings, and articulated in the Urban Design Framework. Projects in Redevelopment Zone 1 (the Schlage site) shall be reviewed according to both the Development Controls and Design Guidelines by all relevant agencies. Projects in Redevelopment Zone 2 shall be reviewed according to only the Design Guidelines, as relevant. Design submittals for development in Zone 1 shall also be subject to the Visitacion Valley Design Review and Document Approval Procedure (DRDAP) and shall be reviewed by CAC and community members at CAC meetings before final approval.

- **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.



- **DESIGN GUIDELINES** are intended to direct building and site design to be generally consistent with the Plan Vision, Goals and Framework and Development Controls. Individual project proposals should attempt to conform to all relevant Design Guidelines. Adherence to the Design Guidelines will be a driving criteria used to guide city and community review and approval of individual projects in both Zone 1 and 2.

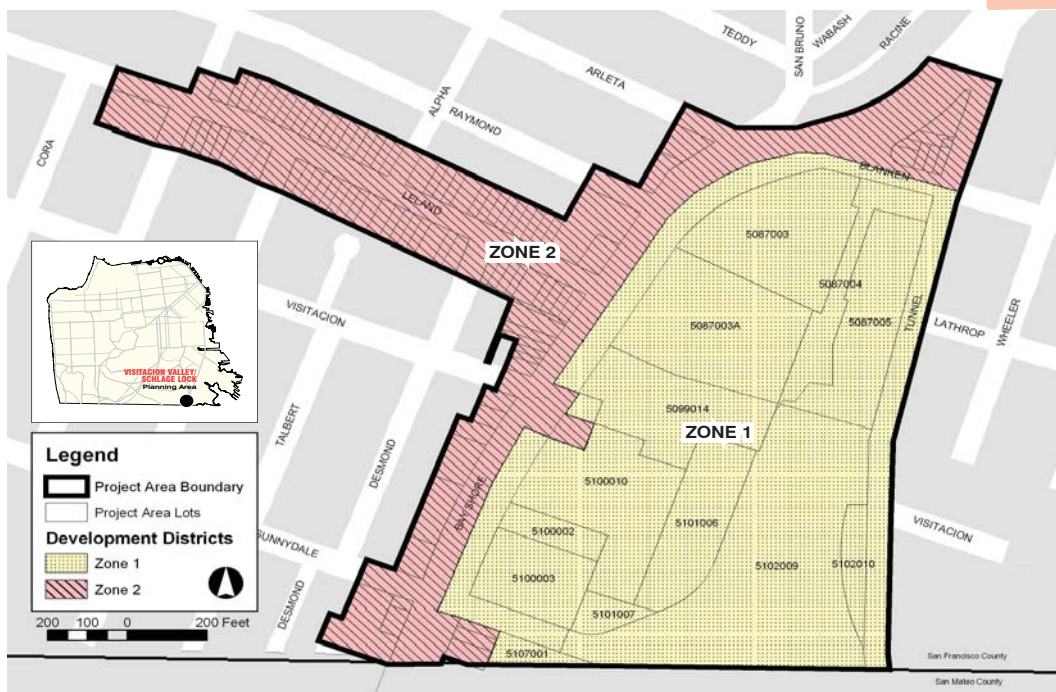


FIGURE 2-1
Redevelopment
Zones

SUSTAINABLE SITE DEVELOPMENT

The redevelopment of the Schlage Lock site, and of adjacent properties in the surrounding Project Area, is intended to be a model of urban sustainable design. The Development Controls and Design Guidelines that follow prescribe how a high level of sustainability may be achieved in redevelopment, and includes Performance standards that are in accordance with the Pilot Version LEED for Neighborhood Development Reference Guide, published by the U.S. Green Building Council in 2007.

Brownfield Remediation

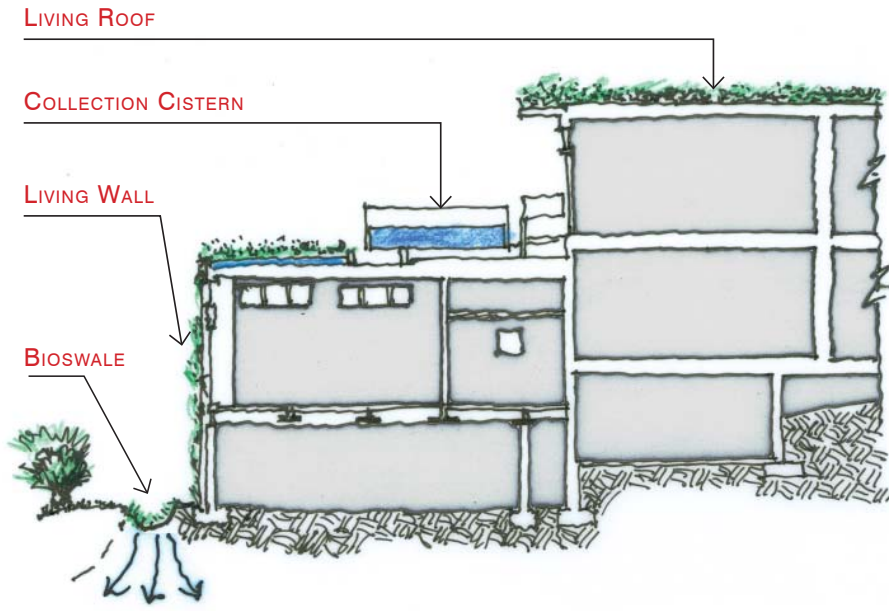
DEVELOPMENT CONTROLS

1. The project developer of the Schlage site shall have in place a Remedial Action Plan approved by the California Department of Toxic Substances Control (DTSC) and funding for hazardous material remediation prior to issuance of final project approval by the City, including site permits, building permits, an owner participation agreement between the City and the project developer or other project authorizations. This plan shall show the location of contamination on the site, and describe how soils and groundwater contamination will be remediated.
2. Per the Remedial Action Plan approved by DTSC, contaminated soil and groundwater on the site shall be cleaned up, safely removed from the site, or capped and contained in accordance with DTSC requirements and consistent
3. Remediation may take place in phases, if approved by DTSC. Any phased approach to remediation shall take into account site topography, and potential visual and physical impacts on adjacent properties. The phased approach shall include proper interim design measures to address those impacts, including comprehensive site grading, fencing and landscaping.

Building Performance

DEVELOPMENT CONTROLS

1. Privately developed new construction projects and major alterations to existing buildings shall meet or exceed of the 2008 Green Building Ordinance, or the highest level of current green building standards should these be superseded.
2. All development shall be subject to all City of San Francisco “green” requirements, including the San Francisco Green Building Ordinance, the Construction and Demolition Debris Recovery Program, and the San Francisco PUC Stormwater Management Guidelines and Performance Standards.



Green building techniques can be applied to multiple locations throughout a building and development

DESIGN GUIDELINES

1. Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with LEED-ND Guidelines.
2. Incorporate as much demolition material on-site into the new designs as practicable, with a diversion goal of 75% on- and off-site reuse, or recycling, above and beyond the Construction and Demolition Debris Recovery Program requirements.
3. Within interior building areas, use non-toxic materials (Low or No Volatile Organic Compound (VOC)) paints, sealants, adhesives, coatings and carpets. No added urea-formaldehyde resins should be used in new construction and renovation of existing buildings.
4. Where rooftop solar panels are not installed, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than the values in the table below for a minimum of 75% of the roof surface of all buildings within the project.

Roof Type	Roof Slope	Solar Reflective Index
Low Sloped Roof	> 2.12	78
Steeply Sloped Roof	< 2.12	29

Energy Efficiency

DEVELOPMENT CONTROLS

1. Insulation shall be installed in all new construction and building additions to reduce heat loss during cool months and heat gain during hot months.
2. New construction shall install of Energy Star™ appliances to increase energy efficiency and reduce energy demand for space heating and cooling, ventilation, hot water, cooking and refrigeration, laundry, lighting (including parking areas).
3. Large surface parking lots (temporary, permanent or structured areas - over 50 spaces) shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun by using a combination of the following:
 - Shade with tree canopy cover over the paved surface area of the entire parking lot (within 5 years of installation) and
 - Solar panel decking above 50% of the parking lot used to generate renewable energy on-site.

DESIGN GUIDELINES

1. New buildings should be oriented and designed to provide passive solar energy gain.
2. Building should maximize natural lighting, including daylight through windows, skylights, and clerestories to all occupied interior spaces.
3. Windows may incorporate treatments to control/improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).
4. Site design should use natural ventilation and landscaping to reduce space cooling requirements.
5. Encourage use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.
6. Tankless hot water heaters that deliver on-demand hot water should be considered for domestic and commercial use as an alternative to hot water tanks.

Renewable Energy

DEVELOPMENT CONTROLS

1. Design and build all necessary supporting infrastructure (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) for future photovoltaic systems or solar thermal water heating systems.

DESIGN GUIDELINES

1. Consider installing active solar thermal energy systems on new construction and retrofitting existing structures for space heating and hot water supply systems.
2. Incorporate renewable energy generation technologies on-site that provide peak electrical generating capacity of at least 5% of the project’s annual electrical and thermal energy consumption. Methods may include:
 - Wind turbine systems and associated equipment.
 - Photovoltaic roof panels. For photovoltaic systems, allow approximately 100-150 square feet per kilowatt of power, and reserve space in mechanical rooms for conduit, disconnect switches, and inverters. Also, include a water spigot on the roof for washing off panels and maintenance.
3. Consider recovering waste energy from exhaust air, recycled (gray) water and other systems.



Solar panels can generate electrical energy on-site



Streetscapes and setbacks can be designed to filter rainwater.

Reduced Potable Water Use

DEVELOPMENT CONTROLS

1. New construction shall specify installation of washing machines, dishwashers and other appliances that meet “Energy Star” standards.
2. New construction shall specify and install low-flow sink faucets, shower heads, toilets and urinals to minimize potable water use in buildings to reduce demand on the City’s water supply and wastewater systems.
3. New construction shall install dual plumbing systems in residential and commercial structures that allow use of harvested rainwater and recycled (gray) water for landscape irrigation, toilet and urinal flushing and other uses, as permitted by Health and Building Codes, to reduce the use of potable water.
4. Native and low water-use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces, to restrict or reduce the requirement for irrigation.

DESIGN GUIDELINES

1. Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.
2. Harvested rainwater, and recycled (gray) water should be retained and used for landscape irrigation and other uses, as permitted by Health and Building Codes, rather than a potable water source.
3. Native and low water-use vegetation that does not require permanent irrigation systems should be used in public and private open spaces, to restrict or reduce the requirement for irrigation.
4. Irrigation systems required to establish native and low water-use landscape material should be temporary, and removed within two years of installation or once new plantings are established.

Recycling and Waste

DEVELOPMENT CONTROLS

1. The development shall include a post-consumer waste management plan which includes adequate space within the building envelope to store refuse (garbage), recyclable materials and compostable materials, with convenient access from each dwelling unit / office or group of dwelling units for periodic scheduled pickup.
2. Standard trash and recycling receptacles shall be located at key public locations such as street intersections, parks, transit stops, etc.

Stormwater Management

DEVELOPMENT CONTROLS

1. The site redevelopment shall include a Stormwater Management Plan that illustrates how the site's stormwater controls that are designed to reduce water flow to the City's Combined Sewer System, treat runoff, and achieve other goals, such as create wildlife habitat, provide open space, and contribute to the character and aesthetic of the built environment, consistent with the SFPUC's San Francisco Stormwater Design Guidelines.
2. Retain, collect, filter and reuse at least 1.125" of rainfall per year, reducing water consumption and the volume of water that would be directed to the City's Combined Sewer System (CSS).
3. Development shall include a separate stormwater system that discharges filtered rainwater into the Brisbane Baylands watershed, if an agreement is reached to do so, or alternatively, to the City's Sewer System (CSS).



Landscaping systems can be attractive and purposeful in collecting stormwater

DESIGN GUIDELINES

1. Throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall that contributes to runoff).
2. Where possible, install permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce stormwater runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and underdrains can be successfully implemented in areas where infiltration restrictions exist.
3. Where paved surfaces are not permeable, direct stormwater flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well-drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.
4. Incorporate raingardens and/or stormwater planters in sidewalk areas and off-street surface parking lots.
5. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. They may include, but not be limited to:
 - Green roofs
 - Roof decks and terraces that provide equipment to harvest, filter and store rainfall)
 - Rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on-site, rather than direct water to the City's Combined Sewer System.



Green roofs have both environmental and aesthetic benefits.

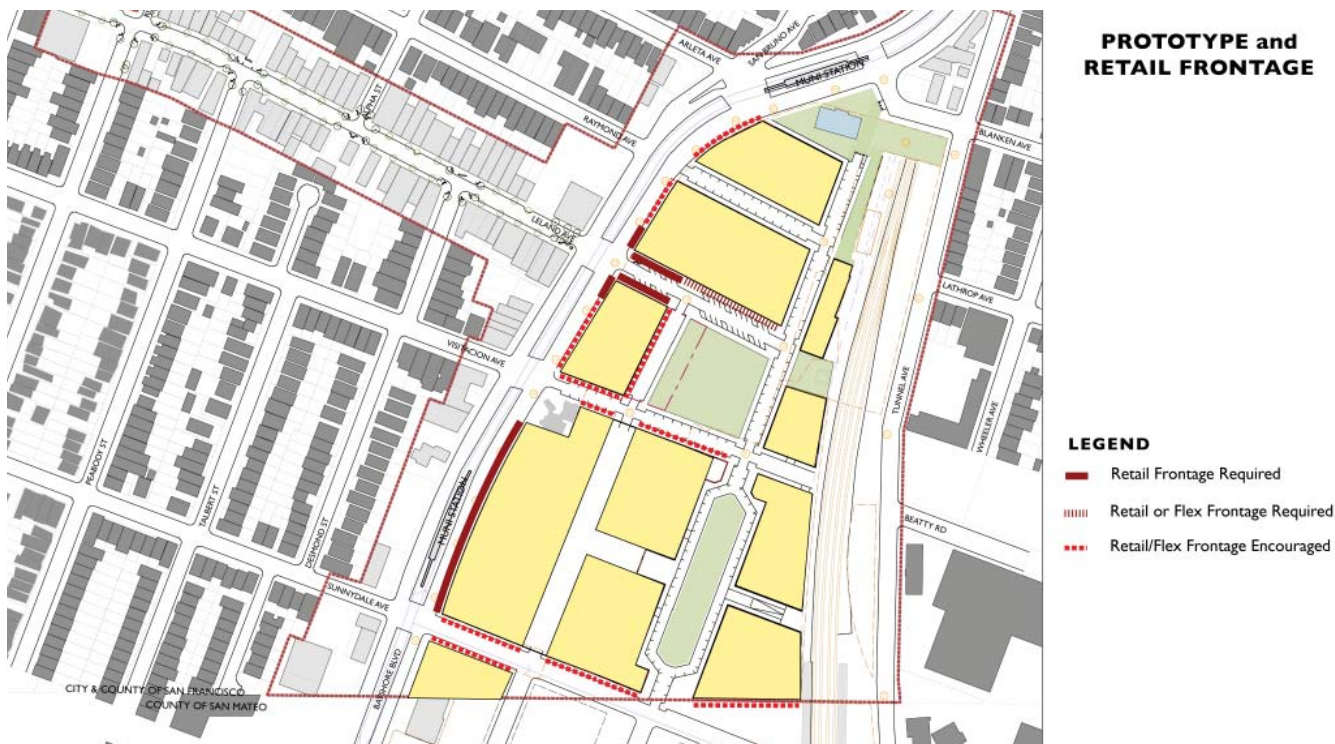
LAND USE

Land uses within Zone 1, the Schlage Lock site, shall be restricted to those permitted by Section 5.3 of the Redevelopment Plan, as described below. The intent of these land use controls is akin to the intent of the Transit-Oriented Mixed Use Districts of the Planning Code. The Zone 1 properties should be rezoned to these or similar zoning categories following property subdivision and prior to the expiration of the controls contained within the Redevelopment Plan.

DEVELOPMENT CONTROLS

1. Land uses shall be controlled by the Redevelopment Plan, Section 5.3.
2. Ground floor retail is required along Bayshore Boulevard, at the eastern intersection of Bayshore Boulevard and Leland Avenue, and along the Leland Avenue extension within the Schlage Lock site, as shown on the Retail Frontage Map (Figure 2-2). Other types of frontages are required or encouraged, as shown.
3. The Old Office Building at the northernmost part of the site must be retained and used for community purposes. It shall be ready and open for use concurrent with habitation of the first phase of development, contingent on the completion of a community planning process regarding the programming of the facility and the restoration of the building in accordance with applicable historic building rehabilitation standards.

Figure 2-2
Retail Frontage



- The master developer shall create a management strategy to ensure continued operation of the building as a community-focused facility. Management structures may include setting up management by an on-site Homeowners Association, a local non-profit, or other appropriate agencies.

DESIGN GUIDELINES

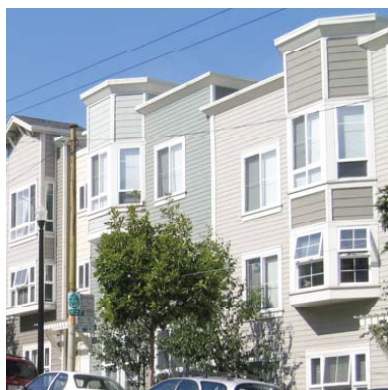
- The master developer shall create a retail strategy to ensure that locally owned and small businesses are integrated into the retail areas of the plan. The strategy shall aim for 50% of the new retail development within the Schlage Lock site to be 5,000 square feet or less in size; and shall limit chain stores and formula retail.
- Additional Retail, Commercial (including small business services), Flex, and Live-Work uses is encouraged at locations specified as either “required” or “optional” in Figure 2-2.
- Retail uses may include outdoor uses, as permitted by the San Francisco Planning Code.
- Large commercial uses, such as a grocery store, should be wrapped by other commercial uses where possible.
- All retail uses, whether stand-alone or wrapping, should be designed to typical retail depth of 30-60 feet.

FIGURE 2-3
Height Map





Recommended ground floor commercial and upper story heights



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

BUILDING DEVELOPMENT

Density

The Plan removes density control limits on a site, parcel or block basis within Zone 1. 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 within Zone 1 will be 1,250 units.

Building Height

Height shall be measured at the centerline of the building, or at the centerline of building steps. Where there is a slope of more than 15%, building steps at a minimum of every 50' of length shall be required. Where the building steps laterally in relation to a street that is the basis for height measurement, the width of the step is defined in Table 260 of the Planning Code. Measurement of height should be done from curb elevation, at right angles, in 50-foot deep increments, in order to reflect the topography of the site prior to any grading work.

DEVELOPMENT CONTROLS

1. Maximum building heights for the Schlage Lock site are established in the Height Zone Diagram, shown in Fig. 2-2. Heights must conform generally to this diagram – the total percentage of buildings at any given height must reflect no more than the maximum land area indicated in the diagram, and be located in generally the same location.
2. Ground floor commercial spaces should have a minimum height of 12' with 15' preferred floor to floor.
3. Exemptions to building height shall include:
 - Ornamental architectural features such as corner towers, gables, and turrets
 - Mechanical and roof mounted equipment necessary to the operation of the building (elevator penthouses, etc.)
 - Architectural or landscape elements designed to screen mechanical and roof mounted equipment.
 - Architectural or landscape elements that provide recreational uses, community services or public gathering places.
 - Solar photovoltaic panels
 - Solar thermal water heating systems

- Architectural elements related to design of rooftop open space, such as open air roof terraces, which shall not be enclosed but may include partial perimeter walls if required for safety
- Rooftop landscaping including planters for trees, shrubs and groundcover and equipment required to maintain rooftop landscaping.

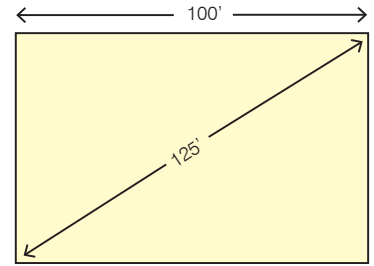
DESIGN GUIDELINES

1. Building heights and roof lines should be varied within the same height district and across blocks to create visual interest to the skyline and avoid the appearance of a monolithic development.
2. Building heights should step up with the slope of the site, establishing a regular interval for entries, interior floors, façade features, and the roof line of units within buildings.

Massing

DEVELOPMENT CONTROLS

1. For buildings at or below 65 feet in height, no building wall may exceed a maximum continuous length of 150' (which represents the average (short) block length in the existing Visitacion Valley neighborhood).
2. For buildings or portions of buildings between 65 and 85 feet in height, no building wall may exceed a maximum continuous length of 100 feet and a diagonal dimension of 125 feet, and may not exceed a maximum average floor area of 8,500 gross square feet.
3. Maximum dimensions shall be measured at grade – submerged parking podiums or below-grade development may exceed massing controls. The bulk controls refer to the external plan dimensions of the building design but do not apply to non-enclosed outdoor porches or decks.
4. Breaks between buildings shall occur at grade, and be designed as public pathways to provide physical and visual access. The minimum space between buildings along pathways shall be twenty (20) feet in width, and in no case wider than forty (40) feet in width.
5. 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, step backs, changes to façade color and building material, etc.



Maximum building length and diagonal for buildings over 65'.



Varying facade treatments can decrease the perceived scale of the building



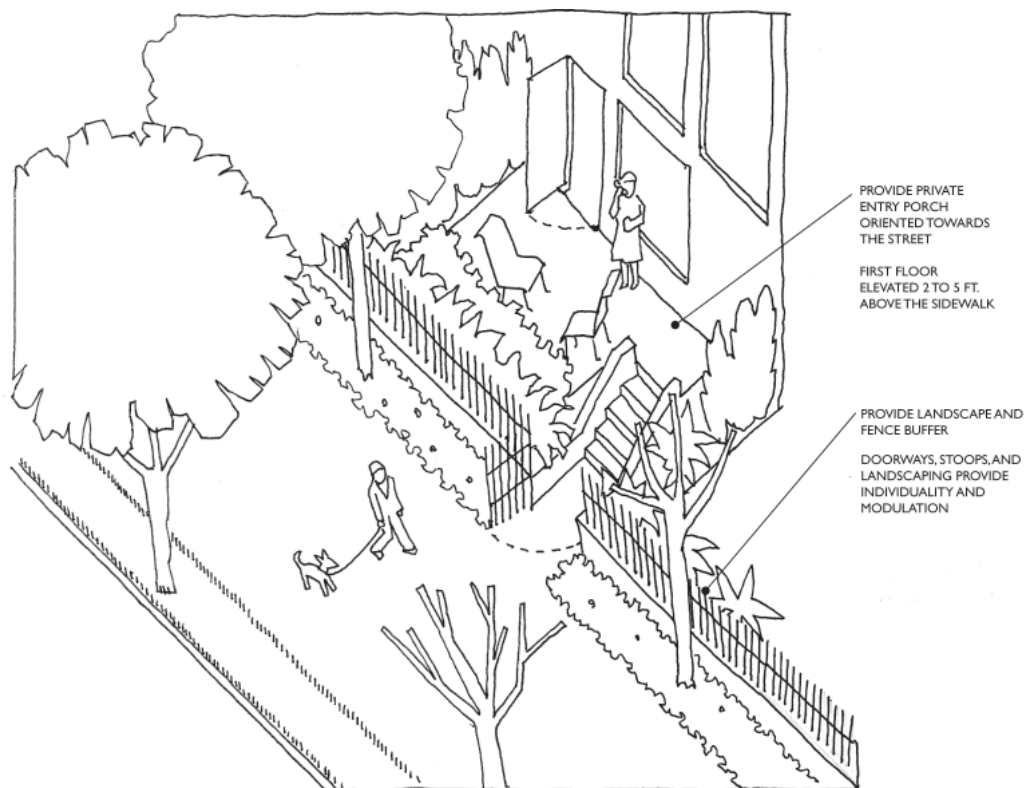
Open spaces between buildings break up blocks into a manageable scale

DESIGN GUIDELINES

1. Maximum building plan dimensions may be further reduced, where necessary, to provide building occupants physical access to interior common open spaces or to provide members of the public visual access or physical access to public open spaces via a pedestrian pathway.
2. Residential building facades over 50 feet in length should provide vertical roof line and horizontal modulations of at least 2 feet to provide a human scale rhythm to the buildings.
3. Building mass should be sculpted to define important public spaces, key intersections and corners. Buildings at the intersection of Sunnydale Avenue and Bayshore Boulevard should create a visual gateway to the neighborhood.
4. Architectural features that provide visual interest to building facades such as corner towers, gables, and "turrets" are encouraged.
5. Building massing should reinforce primary street walls (Primary streets are denoted on the Circulation Map, Fig 2-4) as follows:
 - Buildings along Leland Avenue should be built to the street at all levels.
 - Buildings along Bayshore Boulevard should consider stepbacks above four stories, to lessen shadow impacts and the appearance of height at ground level.



Landscaped stoops are a welcoming residential entrance



Setbacks

DEVELOPMENT CONTROLS

1. Buildings shall line all required streets (required streets are denoted on the Circulation Map, Fig 2-4). Retail and residential entrances shall define required street walls, as further described in subsequent sections.
2. Buildings shall be built to front property line (back of sidewalk) along Bayshore Boulevard, and along the Leland Avenue extension within the Schlage Lock site.
3. Buildings shall be setback five to eight (5-8) feet on average along the Schlage Greenway and the extension of Raymond Avenue.
4. In all other areas, setbacks may range from zero to eight (0-8) feet, but once a setback has been established, it shall be continued along the entire block face.
5. Projections or obstructions within setback areas shall be limited to those permitted in the San Francisco Planning Code.
6. Setbacks shall include a minimum of 40% softscape (plantings).
7. Side yard setbacks are not required except to provide for minimum space between buildings as noted in the Open Space section, and to provide physical access to open space.

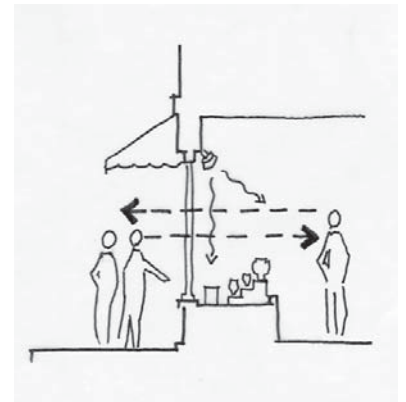
DESIGN GUIDELINES

1. Setback are permitted along other streets frontages. Where setback are used, it should be a minimum average of five feet and be continued along the entire block face.
2. All setback areas along residential buildings should provide front porches, stoops, terraces and landscaping for ground floor units.
3. Setback designs should allow for visual access between the street and ground floor uses and establish a transition from public to private space.

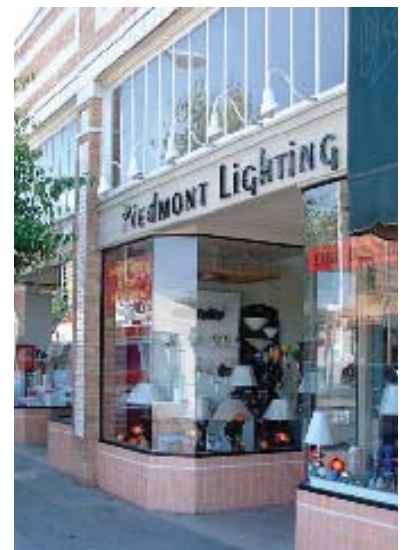
Retail Entrances

DEVELOPMENT CONTROLS

1. Main entrances to retail buildings shall be located at primary street façades (primary streets are denoted on the Circulation Map, Fig 2-4). All retail and flex uses fronting the Leland Avenue extension or Bayshore Boulevard within the Schlage Lock site/Zone 1 must have at least one entrance on those streets.



Pedestrians should be able to view into retail establishments from the public realm.

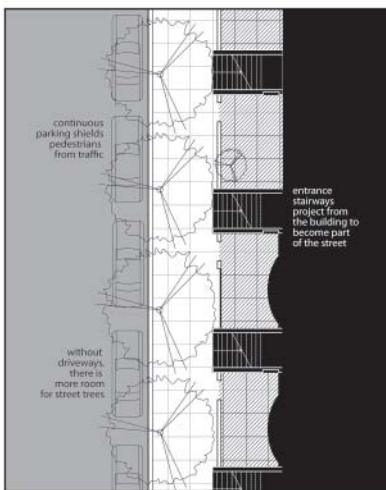
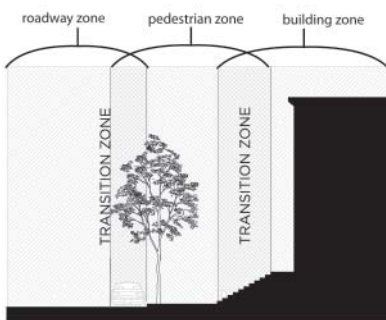


An example of a high quality retail facade
Photo credit - SPUR

2. All retail entrances must be at sidewalk level and must be well marked and prominent. Sunken or raised storefront entrances are prohibited.
3. Retail entrances may include awnings, canopies and similar features subject to regulations described in the Planning Code.

DESIGN GUIDELINES

1. Large retail stores (over 10,000 square feet or with street frontage over 80 feet) should have the primary entrance at corners. Multiple entries are recommended for large retail.
2. Retail entries should be designed to create transparency and create a smooth transition from public to private space.
3. 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.
4. Mixed-use building frontages should not be used for utilities, storage, and/or refuse collection.
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.



Townhomes should have individual entries, along primary streets, with transition areas to create positive relationships between the building and the sidewalk.

Residential Entrances

DEVELOPMENT CONTROLS

1. Residential entrances are required to front along all required streets (required streets are denoted on the Circulation Map, Fig 2-4). Primary access to ground-floor units should be from the public right-of-way, along required streets.
2. Townhouses, flex-space and similar residential structures 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.
4. Individual entries to each ground floor unit are required along the primary streets and where setbacks are mandated, and are encouraged elsewhere.
5. Where provided, stoops and stairs shall have a minimum width of 4 feet.

6. The floor elevation of ground floor units should be located at least 18 inches, and ideally 3 feet, above street level to provide privacy within ground-level residential units.
7. Subgrade entries are prohibited.

DESIGN GUIDELINES

1. 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.
2. Stoops, porches and landscaped areas at residential entries are strongly encouraged in order to create a positive relationship between the building and the public sidewalks.
3. Multiple entries into interior courtyards are encouraged, to provide physical and visual access.



The transparency of both the entrance and facade of this retail outlet creates a visually interesting experience for passersby

Façade Design

DEVELOPMENT CONTROLS

1. 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 should have multiple entryways and be wrapped by smaller uses.
2. Residential facades must be articulated at regular increments of 20-30 feet to express a consistent rhythm along the street, using entryways, windows and other architectural features to distinguish individual units.
3. Transparent window materials must be used at street level storefronts to increase visibility of commercial space from sidewalk. No dark or mirrored glass is allowed. Window treatments to control interior heat gain or heat loss may be considered if they maintain visibility of the interior.
4. Blank and blind walls along primary streets is not permitted (primary streets are denoted on the Circulation Map, Fig 2-4).
5. Physically intimidating security measures such as window grills or spiked gates are not permitted; security concerns should be addressed by creating well-lit, well-used and active residential frontages that encourage ‘eyes’ on the street.



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



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

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. Details such as ornamentation, cornices, railings, balconies and other craftsmanship should be used to create a fine-grained scale.
2. Architectural styles should be varied across facades, and between blocks. Building variation can be accomplished by drawing from a range of styles from modernism to traditional, and by using different architects throughout the site.
3. Facades should be articulated with a strong rhythm of vertical elements and three-dimensional detailing to cast shadow and create visual interest.
4. 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.
5. Non-residential ground-floor uses shall be distinguished from the building's upper-floors uses through varied detailing and through the use of awnings, belt courses, or other architectural elements.
6. High-quality, authentic, durable materials should be used on all visible wall facades. Vinyl siding and synthetic stucco (EIFS) should not be used across extensive expanses of facade.
7. High-quality, durable materials should also be used on windows. The use of vinyl or aluminum window frames is strongly discouraged, but may be used if they support other controls or guidelines in this document.
8. Residential windows should generally have a vertical orientation consistent with the San Francisco pattern. They should be recessed from the façade to create shadow and three-dimensional detailing.
9. Variation in window sizes and shapes is encouraged to provide visual variety
10. Encourage the use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.
11. Bays and other projections should have a cap in the upper termination, so they become an integral part of the structure, and don't appear superficially affixed to the façade.
12. Parking, loading and garage entries should be recessed a minimum of 5 feet to avoid impacting the public realm. They should be integrated with the building design.

13. Utilities, storage and refuse collection should be located away from primary street facades; and integrated into the overall articulation and fenestration of the building façade (primary streets are denoted on the Circulation Map, Fig 2-4).

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.
2. Mechanical equipment located on top of buildings shall be screened from public view and from neighboring buildings with enclosures, parapets, landscaping and other means.

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) to be compatible with roof design and use.
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.

Private Open Space

DEVELOPMENT CONTROLS

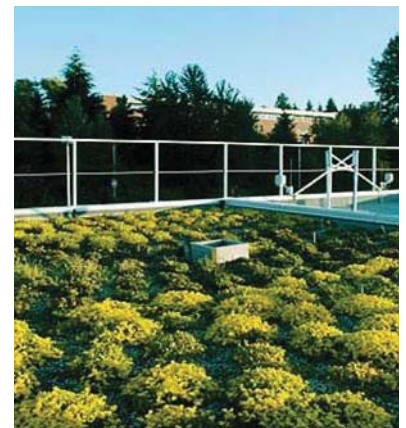
1. A minimum of eighty (80) square feet of usable open space per residential unit shall be provided. Open space may be provided as private usable open space or as common usable open space.
2. Private open space shall be provided in the form of private patios, yards terraces or balconies. Private open space shall have a minimum dimension of 6 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. Private open space must be accessible to residents.



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



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



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

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, and should be made accessible to the public during daylight hours.
4. Community rooms, recreation or exercise centers 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 quality of the overall public spaces provided.
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. Public open space 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 should not be used for any landscaping.

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.
2. Common open space should be designed as usable surface area, containing both landscaped and hardscape areas. Landscaped green and/or garden space should comprise a larger proportion (more than 50%) of the common outdoor area where possible.
3. Where common open space is provided, each unit should have access to the open space directly from the building. Residents shall 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 provided adequate soil depth is provided for landscaping.
5. The design of private and common open space should follow "Bay Friendly Landscaping Guidelines," and use primarily native and/or drought-tolerant

plants. Plants listed on the Invasive Plant Inventory by the California Invasive Plant Council should not be used.

6. Private and common open space maintenance should reduce water usage by incorporating water retention features, through smart (weather-based) irrigation controllers, and by using drip irrigation, bubblers or low-flow sprinklers for all non turf landscape areas.
7. Private and common open space areas should be designed to incorporate features designed to utilize rainwater and reduce runoff from rain or winter 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. Where possible, install light features within building elements or architectural features to achieve indirect illumination.
2. 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) should be used in all exterior project lighting.
 - Project lighting shall utilize “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 should be shut off after business hours.

DESIGN GUIDELINES

1. Fixtures should be limited to pedestrian level, at ground level height. Above pedestrian level, lighting is limited to architectural accents and building facade lighting.
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 building materials, hardscapes, and avoidance of light source reflection off surrounding exterior walls.



Awnings can provide appropriate location for signage



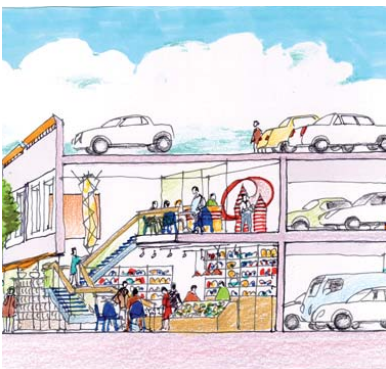
Signage should be orientated to the pedestrian



Bicycle parking is required for both commercial and residential buildings



Parking for townhome units should be accessed from an well maintained alley



Parking should be “wrapped” with retail uses in order to maintain an active street facade

Signage

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

DEVELOPMENT CONTROLS

1. Billboards are not permitted.
2. General advertising signs visible from Bayshore Boulevard, Leland Avenue and newly created publicly accessible open spaces are prohibited.
3. Freestanding commercial signs are not permitted. Signage should be affixed to buildings, and incorporated into building design.
4. Tenant improvements to storefronts should preserve facade transparency: no curtains, posters or other opaque signs should obstruct visibility of interior from the sidewalk. This control shall not restrict the use of temporary translucent sun screens to shade café and restaurant patrons

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. Signs should be designed with respect for building design and its architectural elements. Signs should not cover or impede architectural elements such as transom windows, vertical piers, or spandrel panels.

Visual Screens and Sound Buffers

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

DEVELOPMENT CONTROLS

1. For buildings within 110 feet of the centerline of the railroad tracks, or within 55 feet of light rail, a site-specific study is required to analyze and reduce vibration.
2. Incorporate sound insulation and windows that will ensure acceptable levels of noise to building interiors in residential units along the site’s eastern property line.
3. Enhance views of the railroad tracks from residential units along the site’s eastern property line. Methods may include

- Screening with broad-leaf evergreen plantings, masonry or living walls, or other mechanisms.
- A “green wall” that is covered with soil / growing medium and climbing plants.
- Framing views of the train and railroad operations as a “kinetic spectacle.”



Where surface parking lots do exist, they should be screened with quality materials and landscaping

PARKING, LOADING AND BICYCLE USE

Transit First / Parking Management

DEVELOPMENT CONTROLS

1. A parking management program developed in partnership between the City and the developer will be required to better manage parking at street meters along public streets. A memorandum or other legal document setting forth an understanding of future obligations shall be developed between the City and developer(s), and shall bind the developer(s) to establishing such a program by project completion/date of occupancy.
2. On-street parking on primary streets and adjacent to retail activity shall be managed as short-term parking. Day-long parking by commuters should be discouraged through the required parking management program.
3. On-street parking on secondary and residential streets shall be reserved primarily for residents and their guests, particularly during evening and weekend hours.
4. In residential units, rent or condo fees shall include one monthly Muni pass (or other reduced fee transit pass) per unit. Pass provision may be terminated at the request of the resident. Transit pass provisions must be reestablished upon change in tenancy in a residential unit.
5. Information shall be provided to all new owners about transit routes and schedules, and connections to bicycle routes serving the area, including official San Francisco Bicycle routes.
6. New commercial (retail / office) development shall provide shower(s) and changing facility(ies) for bicycle commuters as described in the Planning Code.
7. Residential parking spaces in new residential development should be unbundled (sold independent of residential units) to allow for greater choice and affordability and encourage reduced auto ownership.



Car sharing programs should be promoted throughout the development

Off-Street Parking Requirements

DEVELOPMENT CONTROLS

The number of off-street parking spaces shall be as prescribed in the table below (see Planning Code Sec. 151) :

Use	Minimum Allowed Parking	Maximum Allowed Parking
Residential	None	1 space/dwelling unit
Commercial (<10,000 sf)	None	2 spaces/1000 sf for occupied floor area
Commercial (≥10,000 sf)	2 spaces/1000 sf for occupied floor area up to 20,000 sf	4 spaces/1000 sf for occupied floor area above 20,000 sf

1. Off-street parking spaces shall be designed according to the revised minimum dimensions for parking spaces as specified in Planning Code Section 154.
2. Off-street surface parking shall not be permitted unless mandated by the DTSC-required remediation program.
3. New residential uses shall provide secure parking for bicycles at a ratio of one space per two units for buildings with 50 or fewer units, and one space per four units for buildings with greater than 50 units. New commercial uses shall provide off-street bike racks in parking structures, parking lots, or entry plazas, at a minimum of 6 spaces for each 50,000 square feet of development.
4. New residential development with more than fifty (50) units shall provide off-street parking spaces to carshare programs, consistent with 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.
3. Off street parking spaces do not need to be individually accessible.
4. Bike parking should be in an easily accessible and safe location to minimize conflicts between bicycles, pedestrians and drivers.

Off-Street Loading

DEVELOPMENT CONTROLS

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

Curb Cuts / Driveways and Garage Doors

DEVELOPMENT CONTROLS

1. Curb cuts and parking design throughout the project area shall prevent transit, bicycle, and pedestrian conflicts.
2. Curb cuts shall not be located on primary streets (primary streets are denoted on the Circulation Map, Fig 2-4). Only in the case where the project sponsor has demonstrated that because of physical limitations to the project site no other entry point is possible may curb cuts be located on primary streets. They shall be limited to one per block, and shall be designed to limit the loss of on-street parking available to the public.
3. For off-street parking at single-family dwellings, townhouses and individual live/work units, the maximum curb cut, driveway and garage door width shall be limited to ten (10) feet wide (one lane) per unit.
4. 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).
5. Surface parking shall not be provided for residential uses, and may only be provided for commercial uses should that be necessary per the Remedial Action Plan.
6. Along primary streets, off-street parking shall be located below grade where possible, or wrapped by active ground floor uses. Along all other rights-of-way, including alleys and railroad tracks, surface and structured parking shall be wrapped by active uses or screened by minimum 10 feet depth of heavy plantings.

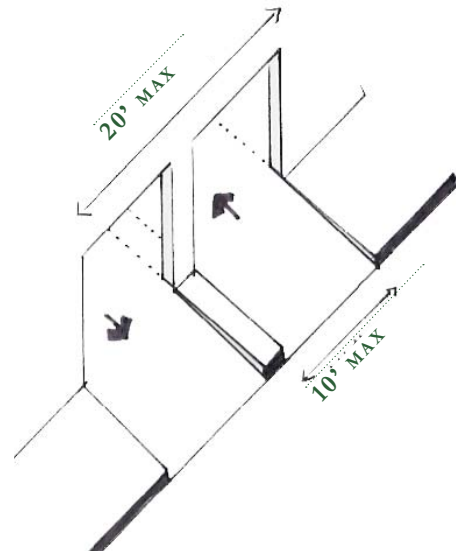




FIGURE 2-4
 Circulation Map

DESIGN GUIDELINES

1. 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.
2. Loading, service and access to building utilities should be provided using the same access points as parking garages.
3. Deliveries for commercial development should be limited during peak travel periods.
4. At townhouse developments, garages should be accessed from an alley or secondary street rather than a primary street.



This illustration demonstrates how a street termination could be treated with landscaping

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 a separate public street design/ infrastructure plan as required by the Redevelopment Plan. Street designs shall generally follow the specifications contained in this section, but shall also be subject to further refinement during the development of an Owner Participation Agreement (OPA).

It should be noted that regional improvements studied by the required transportation study will not be implemented solely by the developer, 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.

All new development within the Visitacion Valley Redevelopment Area is subject to the Visitacion Valley Community Facilities and Infrastructure Fee as described in Planning Code § 319, et seq. The purpose of the fee is to pay for specific improvements for the new development, including active recreational spaces, pedestrian and streetscape improvements, and other facilities and services.



Leland Avenue Streetscape Improvements

Street Grid / Block Layout

DEVELOPMENT CONTROLS

1. New development shall be subject to the Visitacion Valley Community Facilities and Infrastructure Fee described in Planning Code Sec. 319.
2. A transportation study shall be initiated to improve access to the Schlage Lock site, slow vehicular traffic, and improve pedestrian safety. The study should be design and develop traffic engineering improvements and calming features for Bayshore Boulevard, shall include Transportation Demand Management (TDM) strategies, and shall be completed by mid-phase project development. No development shall occur on the Schlage Lock site without its conclusion.
3. Streets shall be provided at locations specified in Figure 2-4. All required streets must be through streets, with full access to the public at all times. Private drives or parking entries may not be substituted for required streets.

FIGURE 2-5
 Leland Avenue
 Section at Bayshore

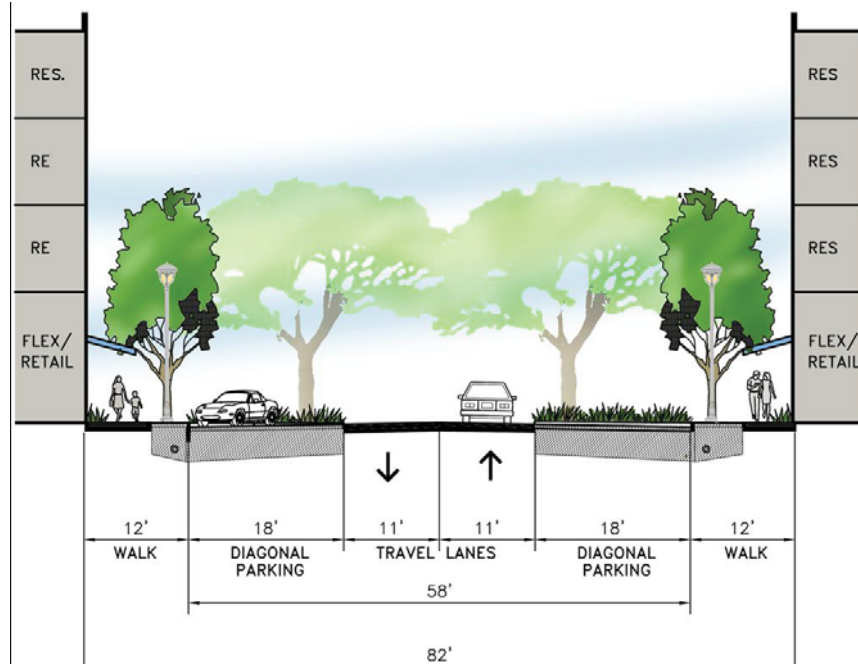
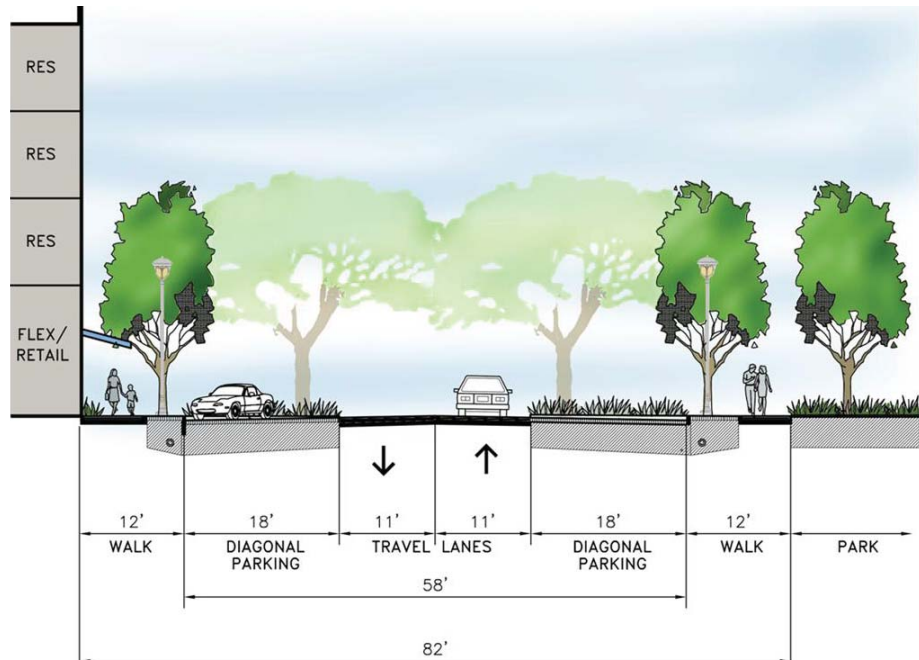


FIGURE 2-6
 Leland Avenue
 Section at Leland Park



4. Pathways shall be provided at locations A-F as specified in Figure 2-4, in order to provide views and pedestrian access to public open space. Pathways shall have a minimum sustained width, from building wall to building wall, of 20 feet and must be sited at grade, or within 3 feet of grade, connected by generous stairs and accessible ramps.
5. Streets, alleys and pathways shall be publicly accessible at all times. Where streets, alleys or walkways are not publicly owned, they must be designed to “read” as public streets. Installation of gates that restrict access to streets, alleys or pedestrian walkways are not permitted.
6. Where streets terminate at the Caltrain right-of-way, ensure that the right-of-way has adequate space for vehicular turn movements (U-turns) and either:
 - provide a visual focal point announcing the street termination; or
 - provide a landscaped overlook with views to Little Hollywood and the east.

Street and Pathway Design

New streets shall generally be designed as described below, and adhere to the locations for previously (Figure 2-4: Circulation Map). The design concept for each street type is shown in section below. Dimensions provided in the sections should be used as a guide for final streetscape design; however, actual street design, including street widths and other specifications, shall be established through a schematic design process as specified in the Owner Participation Agreement (OPA) in the Redevelopment Plan. The developer shall be required to prepare specific streetscape and open space plans, subject to community and CAC comment and review and approval by the City (Planning Department and Redevelopment Agency) prior to development approval.

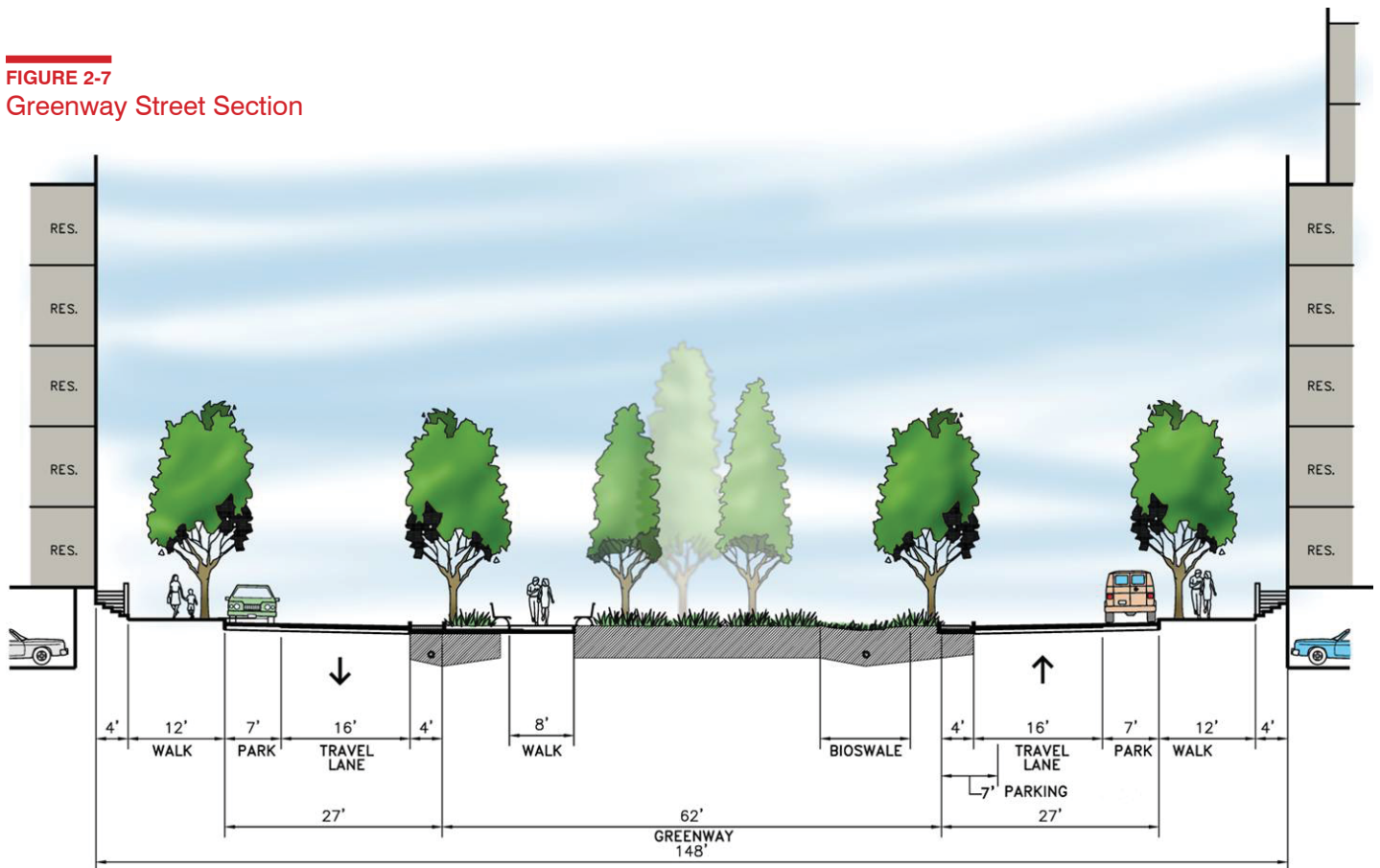
LELAND AVENUE

The Leland Avenue extension plays a central role in the proposed plan as an pedestrian-friendly neighborhood commercial street and as a main connection between the Visitacion Valley neighborhood and the new development across Bayshore Boulevard (Zone 1). The Leland Avenue extension will be designed in a manner that complements and incorporates many of the design features proposed for Leland Avenue. These include design elements from the Visitacion Valley Greenway Project, such as a gateway treatment, consistent street tree and landscape plantings, lighting and special treatments, as described in a Planning Dept. report entitled “A new Leland Avenue Final Report,” published June 2006.

The Leland Avenue extension will have one travel lane in each direction and diagonal parking on both sides to allow easy access to the commercial core and to Leland Park. The street may be also closed to vehicular traffic during special events, street fairs; weekly farmer’s markets and similar events. The Leland Avenue extension will include sustainable stormwater runoff features: the streetscape shall feature sidewalk bulb-out extensions that will be used to collect, filter and store stormwater runoff. This street, and all other streets along mixed use blocks within the Zone 1, should be designed for a maximum speed of 25 mph, if consistent with California Department of Motor Vehicles (DMV) regulation. Corner bulbs and sidewalk bulbouts shall be designed consistent with DPW specifications to accommodate use of mechanical street sweepers. Parallel and diagonal parking lanes shall be paved with pervious materials such as permeable pavers.

At Leland’s intersection with Bayshore Boulevard, at least one corner of the intersection shall be designed to include a pedestrian plaza that will invite entrance and provide enhanced visibility to Leland Park.

FIGURE 2-7
Greenway Street Section



GREENWAY STREET

The residential greenway street is modeled on South Park, one of San Francisco’s first public parks. The street is conceived as single public space, including a central landscaped public park with one-way vehicular circulation around it. A single lane of parking will be allowed on the roadway adjacent to residential uses, but no parking shall be permitted along the curbline adjacent to the Schlage Greenway park. This street, and all other exclusively residential streets, should be designed for a maximum speed of 20 mph, if consistent with California Department of Motor Vehicles (DMV) regulations. This residential street will provide a physical connection between the northern and the southern portions of the development. If feasible, the greenway and encircling street will also be used to collect, filter and direct clean stormwater collected on the Schlage Lock site with proposed wetland feature improvements at the Brisbane Baylands in San Mateo County, if approved by an agreement between Brisbane and San Francisco..

SECONDARY STREETS

Secondary streets are residential in nature and feature one lane in each direction for car traffic, parallel parking and sidewalks with closely spaced street trees in tree lawns or tree wells providing adequate space for optimal tree growth and maximizing sidewalk space for pedestrians.



Secondary streets should include pedestrian oriented amenities

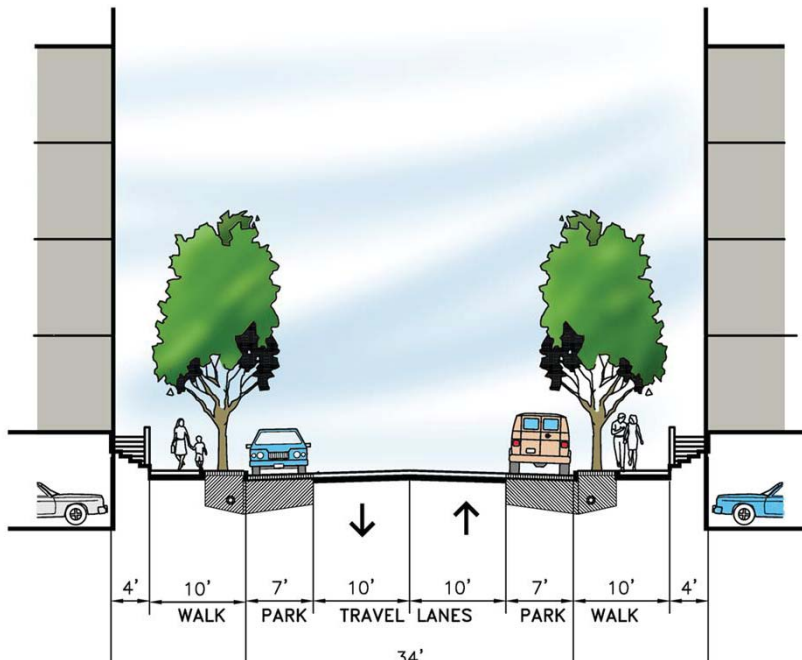


FIGURE 2-8
Secondary Street Section



Streets in the new development include quality landscaping and streetscaping



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

DEVELOPMENT CONTROLS

1. Street design shall adhere to the standards contained in the Better Streets Plan.
2. Street trees shall be planted approximately every 20-30 ft. along public streets and publicly accessible streets, mews, and alleys.
3. Major intersections, including all intersections at Leland Avenue, shall be designed with corner bulb-outs. Bulb-outs should be planted with native and/or drought-tolerant plants, and offer seating areas and opportunities for installation of public art.
4. Corner bulbs and sidewalk bulb-outs shall be designed consistent with DPW and other City specifications to accommodate use of mechanical street sweepers.
5. Pedestrian-scaled streetlights shall be installed along all streets consistently.
6. 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.
7. All utilities on new streets shall be located underground.
8. 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.
9. Projections or obstructions over sidewalks and pathway shall be limited to those permitting in the Planning Code.

DESIGN GUIDELINES

1. New public streets should be designed to support all modes of circulation: walking, bicycling, automotive, and anticipated parking needs.
2. Traffic calming features, such as bulbouts, tree plantings, and signage, should be installed in alleys and narrow streets. Timed (count-down) traffic lights and blinking crosswalk inserts should be considered at primary streets to aid in pedestrian crossings.
3. New public streets should be designed to include appropriate street furniture, including pedestrian-scaled lighting, street trees and other landscaping, refuse bins, signage and other pedestrian-amenities.

4. New public streets should utilize consistent sidewalk design (color, pattern, etc.), well-designed street furniture including seating, waste receptacles and pedestrian-scaled street lights.
5. Streetlights should use low voltage fixtures and energy efficient bulbs.
6. Street furniture selections should be made in coordination with improvements on Leland Avenue and be consistent with other open space design elements throughout site. Utilize paving material with a Solar Reflectance Index (SRI) of at least 29.
7. 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.
8. Streetscape design should incorporate pervious surfaces for water percolation and retention, wherever possible and not restricted 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.
9. Streetscape design at intersections should incorporate retention cisterns or other sustainable stormwater management systems below bulb-out areas, to facilitate water retention and collection.
10. Pathways should include a minimum five (5) foot-wide paved path, and extensive landscaping. 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.
11. Pathways should be constructed at-grade, or within 3 feet of grade. The entire length of pathways should be visible from connecting streets to provide a measure of security.



FIGURE 2-9
 Open Space Plan

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 Visitation Valley Greenway, neighborhood open spaces, McLaren Park, and the development pending along the Brisbane Baylands. Development of the Schlage Lock site must include four required open spaces connected to this network, as detailed below. The open spaces shall generally be located and provided as described below, and as shown on the Open Space Plan, Figure 2-9. The descriptions below provide a starting point for development based on community input through the workshop process; the actual size, dimensions, design and facilities provided at each open space will be determined through a schematic design process that will incorporate a public involvement program. This process will be specified an Owner Participation Agreement (OPA).

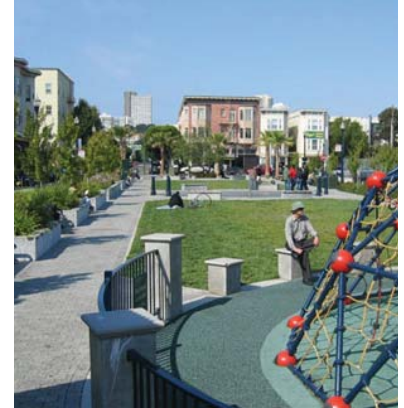
DEVELOPMENT CONTROLS

The Schlage Lock site development shall provide four required open spaces, as follows.

- “Blanken Park,” approximately ½ acre,
- “Leland Park,” approximately 1 acre,
- “Schlage Greenway”, approximately 1 acre in size,
- “Leland Plaza” at the northeast intersection of Bayshore Boulevard and Leland Avenue extension.

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. New development within the Visitation Valley Redevelopment Plan Area shall be subject to the Visitation Valley Community Facilities and Infrastructure Fee described in Planning Code Sec. 319. to fund active recreational spaces, pedestrian and streetscape improvements, and other facilities and services.
2. All parks shall follow the guidance provided by the community and incorporated within the Urban Design Framework for this plan, however a separate community planning process will be required for the specific design and programming of parks and streetscapes.
3. All parks, plazas, streets and pathways shall be designed and considered as a part of an open space network, with pleasant pedestrian connections required between all open space components.
4. All parks and plazas will be open to the public and fully accessible during daylight hours at a minimum.
5. 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. Except for Leland Plaza, the three neighborhood parks specified above shall be at a minimum 75% softscape, unless determined otherwise through the community design process.
6. Required open spaces shall be constructed at-grade and on-grade, providing sufficient depth for planting and for stormwater management solutions.
7. Public open spaces shall be constructed at-grade or within 3 feet of grade, connected to the street by generous stairs and ramps. The interior of an open space should be visible from the street.



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

DESIGN GUIDELINES

1. Provide ample seating for public users, such as low walls, benches, and/or stairs.
2. 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.
3. 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..
4. 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.
5. Incorporate integrated pest management, and non-toxic fertilization techniques to manage open spaces whenever possible.
6. Retain artists during the park design process. Public art may incorporate whimsical elements desired by neighborhood residents, similar to installations in the Visitacion Valley Greenway.

Appendix

APPENDIX A. DEFINITIONS OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

BLOCK FACE
Any one side of a block.

BUILDING 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 continuous sidewalk.

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

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

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

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

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

FENESTRATION
Area of a building facade occupied by windows and doors.

FIN SIGN

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

FINE-GRAIN

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

FLEX SPACE

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

FREESTANDING SIGN

A sign in no part supported by a building.

G GREEN ROOFS

A lightweight vegetated roof systems installed in place of conventional roofs installed to reduce runoff, and reduce a building's heating and cooling costs. Extensive green roofs include several layers, including a waterproof membrane, drainage material, a lightweight layer of soil, and plants selected for their ability to thrive at the rooftop location. Green roofs may be unoccupiable, or designed intensively, with a stronger support system, for 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

Open space provided between the property line and the primary built structure creating an expanded area along the sidewalk providing a transition between the street and private uses on the property. Setbacks may be required to be dedicated for public use or remain as private space between the public right-of-way and the building mass.

STEPBACK (UPPER-STORY)

The horizontal distance between the streetwall and additional building height, lessening shadow impacts and the appearance of height at ground level.

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. Height above setbacks is generally not considered part of the streetwall.

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. 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 Park), 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.

APPENDIX C. COMMUNITY GOALS

COMMUNITY GOALS FOR THE PROJECT

Source: Redevelopment Plan for the Visitacion Valley Redevelopment Project, San Francisco Redevelopment Agency, 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 for this Redevelopment Plan 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 clean up, redesign and development of vacant and underutilized properties in the Project Area.
- Protect human health, by ensuring that toxics clean up 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, 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 curbs cuts in new developments and encourage common parking access where feasible.

GOAL 5: CREATE WELL DESIGNED OPEN SPACES THAT ENHANCE THE EXISTING COMMUNITY AND NEW DEVELOPMENT.

Objectives:

- Create new parks, greenways, boulevards, and plazas that contribute to the existing open space network that serve the diverse needs of a mixed-use community.
- Publicly accessible open spaces should incorporate design elements of the Visitacion Valley Greenway in order to express a cohesive, creative and unique neighborhood character.
- Design new open spaces and streets to contribute to the sustainability of the infrastructure serving the Project Area, including treatment of stormwater, and the creation and maintenance of urban natural habitat.
- Provide opportunities for ongoing community involvement in the parks through environmental education, interpretation and other active programming.
- Include pedestrian walkways and destination points such as small plazas that create a sense of place.
- Incorporate art by local artists in the design of public places.
- Create financing mechanisms to ensure the long-term maintenance of parks and streetscapes.

GOAL 6: DEVELOP NEW HOUSING TO HELP ADDRESS THE CITY'S AND THE REGION'S HOUSING SHORTFALL, AND SUPPORT REGIONAL TRANSIT USE.

Objectives:

- Avoid the displacement of any residents.
- Assist with the preservation and rehabilitation of existing affordable housing.
- Facilitate the construction of new housing for a range of income levels and household sizes.
- Increase the local supply of well-designed affordable housing for low-income and moderate-income working individuals, families, and seniors.
- Develop housing to capitalize on transit-oriented opportunities within the Project Area.

GOAL 7: ESTABLISH THE PROJECT AREA AND SURROUNDING NEIGHBORHOODS AS A GATEWAY TO THE CITY OF SAN FRANCISCO.

Objectives:

- Use thoughtful design that complements and integrates the existing architectural character and natural context of Visitacion Valley.
- Ensure that buildings reflect high quality architectural, environmentally sustainable building and urban design standards.
- Incorporate local historical, ecological, cultural and artistic elements in the designs of buildings, streetscape and parks.
- Improve the district's identity and appearance through streetscape design.
- Increase the economic viability of small businesses in the project area by providing an attractive, pedestrian-friendly street environment.
- Design housing and public spaces to be family and multi-generational oriented.
- Facilitate the preservation, rehabilitation, and seismic retrofitting of historic buildings and landmarks.
- Design streets, parks, and building facades to provide adequate lighting and visual connectivity to promote public safety.

GOAL 8: ENCOURAGE PRIVATE INVESTMENT BY ELIMINATING BLIGHTING INFLUENCES AND CORRECTING ENVIRONMENTAL DEFICIENCIES.

Objectives:

- Assemble and re-subdivide vacant industrial parcels in order to create buildable parcels and provide block patterns that integrate with the architectural character of the existing community.
- Incorporate a mix of uses into the new development within the Project Area, particularly the Schlage Site, including different types of housing, retail and community services.
- New development should take advantage of the transit proximity and be designed as a compact walkable mixed-use community.
- Provide economic opportunities for current Visitacion Valley residents and businesses to take part in the rebuilding and revitalization of the community.
- Provide opportunities for participation of property owners in the redevelopment of their own properties.
- Strengthen the economic base of the community through commercial functions in the Project Area, and attract citywide attention to the district through events, media campaigns, and district-wide advertising.
- New development should relate to Leland Avenue and help revitalize the neighborhood's traditional main street with local business development.
- New retail is a critical component of the project on the Schlage Site, and should also support and contribute to the existing retail corridors on Leland Avenue and Bayshore Boulevard.

APPENDIX D. MAYOR'S TASK FORCE ON GREEN BUILDINGS ORDINANCE

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



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

Attachment A Table 1

Building Type	Requirement and Code Reference	Effective Date			
		2008 (November 3)	2009	2010	2011
1304C.2. New Group B and M Occupancy Buildings					
New Mid-Size Commercial Buildings: 5,000 to 25,000 sq ft (1304C.2.1)	Rating Requirement (1304C.2.1.1)	Submit LEED checklist, no certification required			
	Commissioning of Building Systems (1304C.2.1.2)	No Requirement	Commission building's energy related systems (LEED prerequisite EAp1)	PLUS: Enhanced Commissioning (LEED credit EA3)	
	Water Efficient Landscaping (1304C.2.1.3)	No Requirement	Min. of 50% reduction in use of potable water for landscaping (LEED credit WE1.1)		
	Water Use Reduction (1304C.2.1.4)	No Requirement	Min. of 20% reduction of potable water use (LEED credit WE3.1)	Min. of 30% reduction in potable water use (LEED credit WE3.2)	
	Stormwater Management (1304C.0.3)	Comply with "SFPUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
	Construction Debris Management (1304C.2.1.5)	No Requirement	Divert at least 75% of construction debris (LEED credit MR 2.2)		
	Renewable Energy (1304C.2.1.7)	No Requirement			Renewable on-site energy or purchase renewable energy credits (select LEED credit EA2 or EA6)
	Rating Requirement (1304C.2.2.1)	Achieve LEED Certified	Achieve LEED Silver certification		Achieve LEED Gold certification
	Water Efficient Landscaping (1304C.2.2.2)	Min. of 50% reduction in use of potable water for landscaping (LEED credit WE1.1)			
	Water Use Reduction (1304C.2.2.3)	Min. of 20% reduction of potable water use (LEED credit WE3.1)			Min. of 30% reduction in potable water use (LEED credit WE3.2)
New Large Commercial Buildings ≥ 25,000 sq ft (1304C.2.2)	Stormwater Management (1304C.0.3)	Comply with "SFPUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
	Construction Debris Management (1304C.2.2.4)	Divert at least 75% of construction debris (LEED credit MR 2.2)			
	Energy (1304C.2.2.5 AND 1304C.2.2.6)	Commission building's energy related systems (LEED prerequisite EAp1)	PLUS: Enhanced Commissioning (LEED credit EA3)		Renewable on-site energy or purchase renewable energy credits (select LEED credit EA2 or EA6)
	1304C.3. New Large Commercial Interiors, OR Major Alterations to Existing Buildings with B, M, and R Occupancies >25,000 sq ft				
New Commercial Interiors or Alterations to Existing B, M, or R occupancy >25,000 sq ft (1304C.3)	Rating Requirement (1304C.3.2.1)	Achieve LEED Certified	Achieve LEED Silver certification		Achieve LEED Gold certification
	Use of Low-Emitting Materials (1304C.3.2.2)	Use low-emitting materials for adhesives, sealants, paints, coatings, and carpets, as applicable (LEED credits IEQ4.1, IEQ4.2, and IEQ4.3)			



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

**Attachment A
Table 1**

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

APPENDIX E. LEED FOR NEIGHBORHOOD DEVELOPMENT CHECKLIST



LEED for Neighborhood Development Pilot Project Checklist

Project Name: Schlage Lock Site
 Primary Contact: Rich Chien

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

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

5	Green Construction & Technology	31 Points Possible
----------	--	--------------------

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

1	Innovation & Design Process	6 Points
----------	--	----------

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

58	Project Totals (pre-certification estimates)	106 Points
-----------	---	------------

Certified: 40-49 points, **Silver:** 50-59 points, **Gold:** 60-79 points, **Platinum:** 80-106 points

APPENDIX F. COMMUNITY REVIEW PROCESS

Appendix F : Schlage Lock Design Review Procedure

New proposals will undergo design review and approval by the Agency prior to issuance of building permits. This review will assure compliance with the requirements of the Redevelopment Plan, the Design for Development, and applicable sections of the Planning Code. The design review will allow city staff and community members to evaluate the quality and appropriateness of the proposal on the basis of the design objectives, development standards and urban design guidelines stated herein. This review will serve to coordinate individual design efforts and realize the best possibilities inherent in each project while increasing the overall visual harmony and enhancing the broad physical planning objectives of the project site.

A broad outline of the design review process is provided below. The Project Sponsor and the Agency shall establish a Design Review and Document Approval Procedure (DRDAP) detailing an agreement for a clear design review procedures including timelines for review and applicant submission requirements.

Staff Participation

Design review will be conducted cooperatively by the Agency and the Planning Department. At the discretion of the Agency, a qualified independent individual or review panel may be selected to make design evaluations and recommendations to the Agency and Planning Department. The Agency shall be responsible for the design review process and maintaining liaison with the developer's architectural design team, and formal required submissions shall be made to the Agency.

Design for new development will be reviewed by an inter-agency project review team. This review will occur before critical decisions in the design process are made and will include review of the Major Phase plans, Schematic Design plans, Design Development plans, and final construction plans and specifications, as described below. It is expected that continuous contact will be maintained between the developer'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.

Citizen Participation

Advice and consultation regarding proposed developments will be sought by Agency staff from the Visitacion Valley Citizens Advisory Committee (CAC) established by mayoral appointment, or its successor. All Major Phase and Schematic design approvals will be made by the Redevelopment Commission at a public hearing after review by the CAC and Planning Department.

Acceptance of Proposals

Required design submissions will occur at four stages in the preparation of the new development proposal. Additional informal reviews at the request of either the developer or the Agency staff are encouraged. A time schedule for the required submissions will be agreed upon at or before the time of execution of an Owner Participation Agreement and will be set forth therein or in a separate document.

The Agency will reject designs which fail to conform to the Redevelopment Plan, and the development controls of the Design for Development. The Agency will attempt to work closely with the developer and the developer's architect in resolving problems. In evaluating the design of a building and its relationship to the site and adjoining areas, the Agency will avoid imposing arbitrary conditions and requirements, however evaluating whether project adheres to many of the design guidelines will require some subjective analysis by Agency and city staff.

The Development Standards 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 Agency to project proposals in order to achieve the purposes of the Redevelopment Plan for this Project Area.

Submission Requirements

Formal submissions of plans shall occur in four stages as follows:

1. Major Phase Applications

Major Phase Plans shall demonstrate a conceptual level of detail regarding circulation, infrastructure, parks, community facilities, and building massing proposed, consistent with the Visitacion Valley Redevelopment Plan, Design for Development Documents, Open Space and Streetscape Master Plans and other related documents. Major Phase Plans will illustrate building height, building bulk, block development, streetscape installation, public infrastructure and schematic park designs.

2. Schematic Design

Schematic Design proposals shall provide an architectural plan for a particularly building(s) sufficient to understand the character of the proposed development, the specific layout of the development program, and compliance with development controls and design guidelines. A schematic Design submittal shall include a program description; site plans showing general relationships of buildings, landscaped areas, parking areas, loading areas, roads and sidewalks; plans and sections showing heights and massing; building plans, elevations, sections, and perspectives sufficient to indicate the architectural design, structural system, and materials proposed.

3. Design Development

Documents submitted at the design development stage are working architectural drawings of sufficient detail that all major design issues are resolved. The purpose of this submittal is to expand and develop the Schematic Design incorporating changes resulting from resolution of comments and concerns during the Schematic Design phase and to prepare drawings and other documents detailing the architectural, structural, mechanical and electrical systems.

4. Final Construction Plans and Specifications

The purpose of this submittal is to expand and develop the Design Development documents, and prepare drawings and specifications in sufficient detail to set forth the requirements of construction of the project and to provide for permitting. The Final Construction Documents shall be consistent with the approved Design Development documents. The Final Construction Documents shall comply with the requirements of the City's Department of Building Inspection, including Site Plans and Construction Drawings and Specifications ready for bidding. In addition, the applicant shall submit a presentation of all exterior color schedules including samples, if appropriate, and design drawings for all exterior signs and graphics prior to completed construction. The Agency architectural staff and applicant shall continue to work to resolve any outstanding design issues, as necessary.

Issuance of Building Permits

The final construction documents shall conform to the final plans and specifications accepted by the Agency and to all applicable codes and ordinances of the City and County of San Francisco and the State of California at the time a building permit is filed with the City.

To obtain the necessary building permits, final plans and specifications shall be submitted directly to the Central Permit Bureau of the City and County of San Francisco.

Upon completion of its review, the Central Permit Bureau will forward the submitted final plans and specifications to the Agency for a confirmation of their adherence to the Agency- accepted final plans and specifications. Upon confirmation by the Agency, the final plans and specifications will be approved by the Agency and returned to the Central Permit Bureau for issuance of the Building Permit directly to the owner.

Once construction is started, the only items subject to an additional review would be requests for change orders in the construction. The developer is strictly required to construct the project in accordance with all approved final plans and specifications. Permission to make changes from such approved documents must be solicited by the developer, in writing, to the Agency, which will reply in writing giving an acceptance or rejection of the changes. No changes in the work are to be undertaken until such acceptance has been obtained.

Disclaimer Clause

The Agency's review and acceptance shall be of a general nature only for apparent compliance with the requirements of the Redevelopment Plan and the Design for Development. It shall not be a detailed check of codes, dimensions, materials, installation, design and construction processes. It shall not relieve the developer, contractor, vendor, etc., from complying with all aspects of the applicable federal, state, and local codes and utility company requirements. The Agency shall not be held responsible or liable for any errors or omissions or failure or performance of the work constructed or incorporated in the construction by reason of this review.

Acknowledgements

This Plan was developed from the work and efforts of Van Meter Williams Pollack. Special thanks to VMWP for leading the planning process to a successful conclusion and for the development of this plan.

All images are courtesy of Van Meter Williams Pollack and the San Francisco Planning Department.

Van Meter Williams Pollack, Architecture and Urban Design

San Francisco Planning Department:

San Francisco Redevelopment Agency

Supervisor Sophie Maxwell's Office

Visitacion Valley Citizens Advisory Committee:

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

San Francisco Planning Commission:

Dwight S. Alexander, *President*
Christina R. Olague
Michael J. Antonini
M. Sue Lee
William L. Lee
Kathrin Moore
Hisashi Sugaya

San Francisco Redevelopment Agency Commission:

Francee Covington, *President*
London Breed
Linda A. Cheu
Leroy King
Ramon E. Romero
Darshan Singh
Rick Swig

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

Landmarks Preservation Advisory Board

SF PUC

SF Environment

Municipal Transportation Agency

Mayor's Office on Economic and Workforce Development

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

Visitacion Valley Community Center

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