From: Danny Ames
Sent: Friday, March 24, 2017 6:58 PM
Subject: Must add Schlage Lock to the agenda soon.

Dear City Counsel Members,

Lets go into this with eyes wide open as to the immensity and scope of the Schlage Lock project, and its impacts on Brisbane.

I'm requesting the attachment be included for formal hearings and review and presented during the next meeting.

This should be placed on the agenda soon.

Council Members must make known the effects of this project and take them into consideration when you enter Baylands deliberations.

Regards,
Danny Ames

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SCHLAGE LOCK PROJECT Excerpts

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FIGURES

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

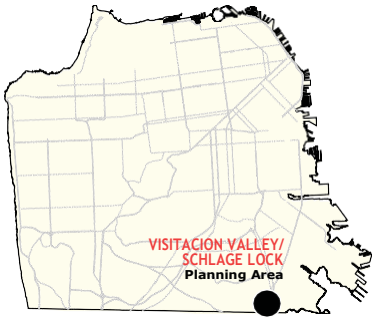


FIGURE 1-2
SUD Area and Surrounding Neighborhoods

The T-Third Muni Metro-line, has two stops along Bayshore Boulevard, and the Caltrain Bayshore stop, located east of Sunnydale Avenue at Tun- nel Avenue, all of which serve the neighborhood. Potential future improvements to the T-Third Muni Metro line include extending its terminus, currently situated near Sunnydale Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station, although specific project plans have not yet been approved. In addition, several cross-town and express Muni bus routes serve the area, with stops along Bayshore Boulevard. Because of all of these transit connections, the Project Site is considered an intensive transit-oriented development (TOD) area.

A number of transit improvements have recently been constructed or are planned in the Plan vicinity. The Muni Metro T-Third Street light rail line along Bayshore Bou- levard was a major improvement to the future of the neighborhood that will support new development in the area. SFMTA's Transit Effectiveness Project proposes future improvements to the area's Muni network, which simplify routes in the Bayview, Hunters Point and Visitacion Valley to provide shorter trips and more frequent service between Downtown/Chinatown and Visitacion Valley on the 8X-Bayshore Express.

FIGURE 1-3
Existing Circulation Conditions

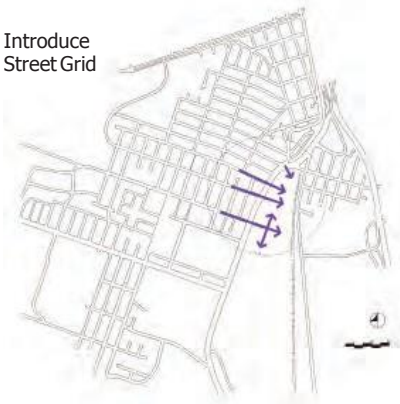
Circulation and Access

Visitacion Valley can be accessed from Highway 101 via Bayshore Boulevard for regional north and south travel and Geneva Avenue, a major arterial, for cross town travel toward western San Francisco. Bayshore Boulevard links the neighborhood to other points in San Francisco and south to Brisbane and supports transit service to downtown San Francisco via Muni's T-Third Street light rail line. Vehicular access to the Schlage Lock site from the north is limited and pedestrian access to the site is difficult. The local street networks east-west streets, Leland Avenue, Arleta, Raymond, and Visitacion Avenue, all terminate at Bayshore Boulevard and do not continue into the site. Blanken Avenue provides access to Little Hollywood east of Bayshore Boulevard, as well as to the Caltrain station.

No public rights-of-way extend east across the Schlage Lock site to the Caltrain Bay- shore station. Vehicular and pedestrian access to the Caltrain station is limited due to land ownership patterns and the lack of a complete street grid in this area. Blanken Avenue provides access to Little Hollywood and the Caltrain Station. Currently, Visitacion Valley residents access the Caltrain station by car via Blanken Avenue to the north. Others have created their own access point at the southern edge of the site by walking along the constructed portion of Sunnydale Avenue and then continuing along unimproved, privately-owned property.

trian access to the site is constrained as well. Bayshore Boulevard's lack of crossings, extreme , and high traffic, particularly during rush hour, make east- west crossings difficult and e. They also increase the gulf between the existing Visitacion Valley neighborhood and the ge Lock site and Little Hollywood neighborhood.

efforts to address these crossings were begun with the streetscape and signaliza- tion changes ıccompanied the Muni T-Third line, including reducing vehicle travel lanes, installing down pedestrian signals, creating a pedestrian refuge, and adding bike lanes to Bayshore vard. Activities to improve the neighborhood's pedestrian environment continued with the gn of Leland Avenue to revitalize the street as a commercial district, increase the economic viability of businesses, enhance pedestrian safety, and create better connections to the Third Light Rail. Specific design improvements include corner bulb-outs and other traffic calm- ıtegies, paving and crosswalk improvements, new street trees and landscaping, street furniture destrian-scale lighting.



ng for additional traffic improvements is also underway in the area. The Bi-County ortation Study, led by the San Francisco County Transportation Authority in partnership ıe Cities of Brisbane and Daly City and the County of San Mateo, evaluated potential ortation improvements needed to address this anticipated land use growth. Projected land use s surrounding Visitacion Valley, including development on the Schlage Lock site and ed development at Executive Park, Candlestick Point, Hunter's Point, and Brisbane Baylands bed further on page 18) are expected to create impacts on the regional transportation vork.

zardous Materials and Site Contamination

Schlage Lock site is considered a brownfield site. The soil and groundwater on the site was aminated with materials used by the manufacturing and rail yard uses formerly on the property.

Contaminated soils and groundwater remain in the south portion of the site. The property owner is responsible for remediating toxic soil and groundwater, according to the standards established by the California Department of Toxic Substances Control (DTSC), a state agency, responsible for regulating toxic substances that may affect public health. The site is also currently subject to long term groundwater monitoring by DTSC.

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

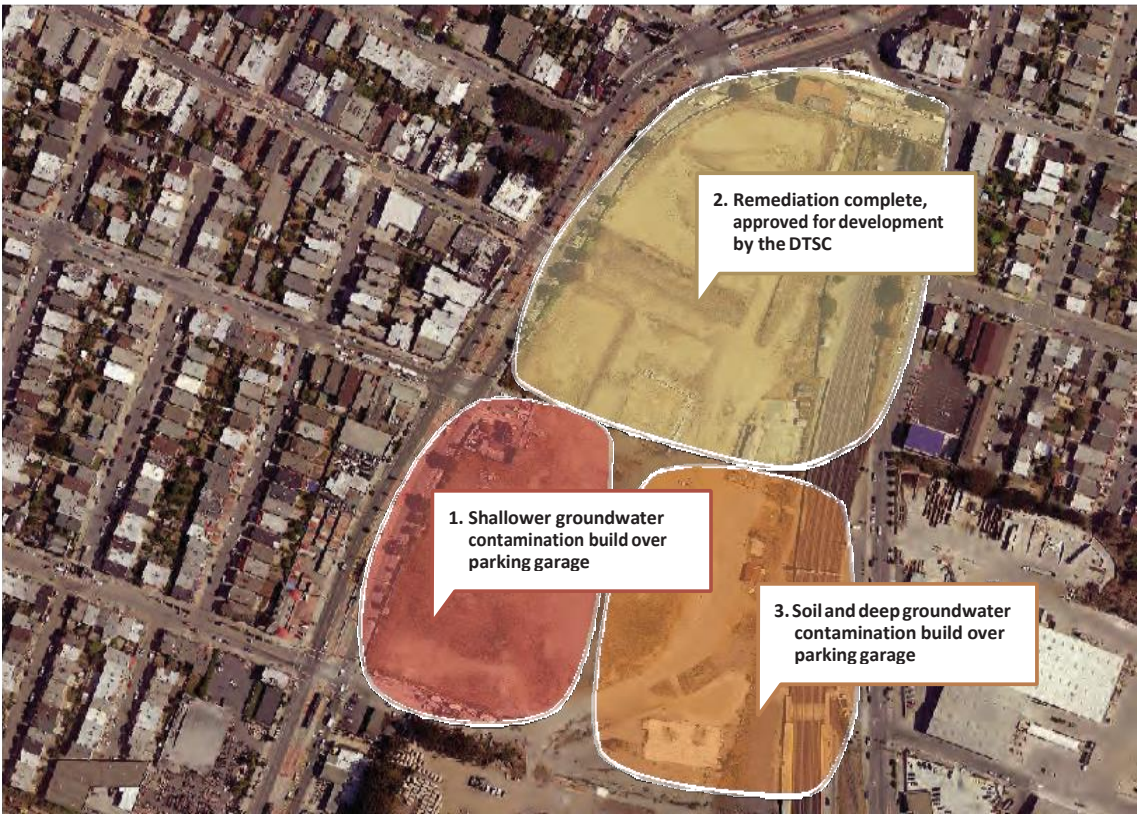


FIGURE 1-4
Remediation on the Schlage Lock Site

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

Other Planning Efforts

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

- **Candlestick Point/Hunters Point Shipyard:** Development approved for Candlestick Point includes 7,850 dwelling units, over 100 acres of new parks, and 1.14 million square feet of commercial space - mostly oriented around a "green" science and technology campus. Development approved for Hunters Point Shipyard includes 2,650 dwelling units, over 2.5 million square feet of research and development space, as well as neighborhood retail, artist housing and work space.

- **Brisbane Baylands:** South of the Schlage Lock site in San Mateo County is Universal-Paragon Corporation's proposed Brisbane Baylands development. The Brisbane Baylands development is a 660 acre mixed-use project with a large open space component. The project will incorporate sustainable development features including directing surface drainage flows to the Brisbane lagoon to the south of the site.

- **Recology Site Master Plan**: Recology owns and operates a waste transfer and recycling facility east and of the Schlage Lock site, across the Caltrain right- of-way. The 45-acre site straddles the San Mateo-San Francisco County line, and forms the northeast corner of the Baylands, although it is not included in the project sponsor-sponsored Baylands proposal. The proposal would replace outdated buildings and utilities with a green, LEED-certified resource recovery and maintenance facilities, administrative offices and supporting operations buildings. Recycling and waste transfer facilities would be located further South and Southeast of their current location.

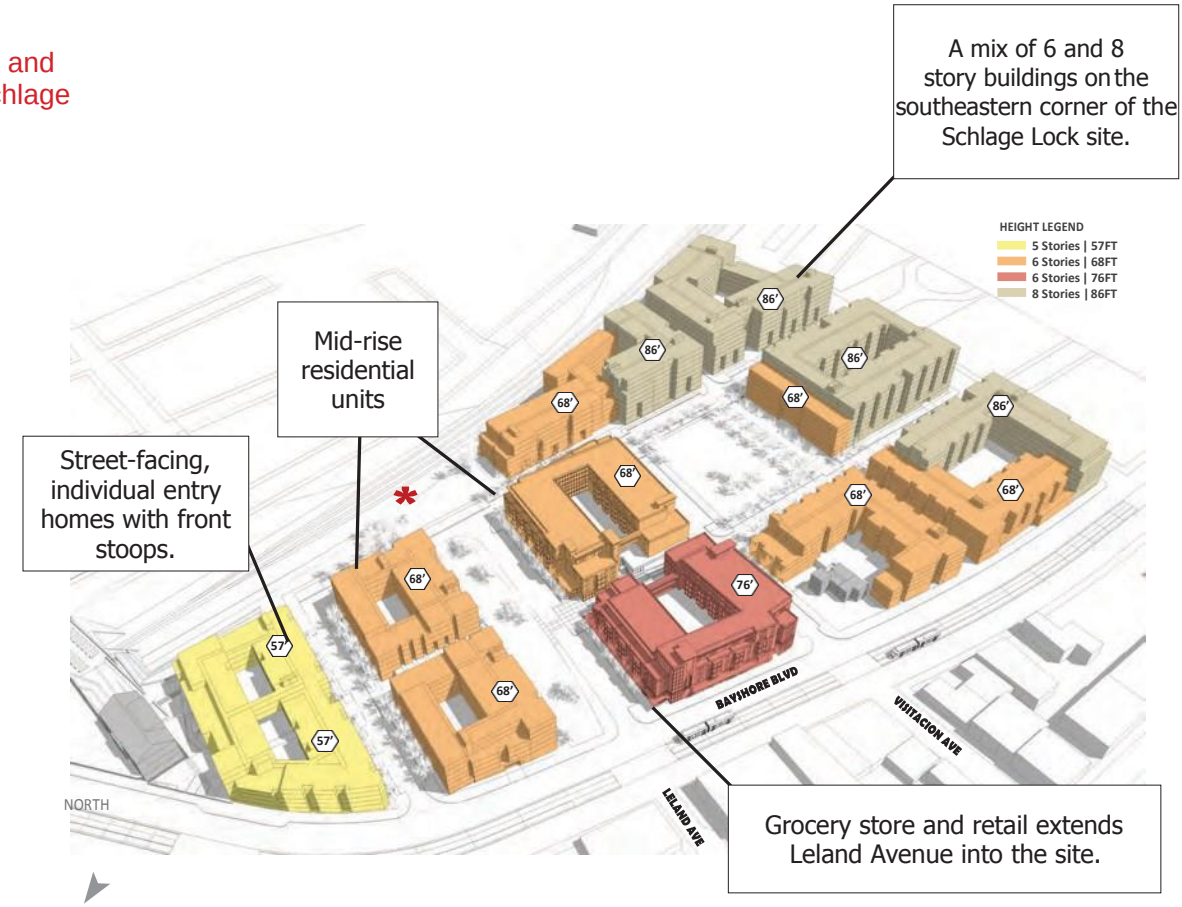
- **San Francisco-San Mateo Bi-County Study:** The Bi-County Transportation Study is a multi-agency effort that identifies priority projects and funding for the southeastern corner of San Francisco County and northeastern corner of San Mateo County. The growth in this area will transform what are now mainly industrial or under-utilized lands into mixed-

use developments that could exceed 15,000 additional housing units and 14 million square feet of new employment uses, including the Schlage and some of the aforemen- tioned projects. Recommendations include re-configurations of the US 101 interchange and Bayshore Caltrain, as well as a BRT line, T-Third light rail extension and bicycle-pedestrian connections.

- **8X Transit Effectiveness Project Improvements:** SFMTA's Transit Effective- ness Project (TEP), which aims to improve transit reliability, travel times, and customer experience, has identified Muni's 8X Bayshore Express bus line as part of its proposed Rapid Network. The 8X Bayshore Express route carries more than 23,000 daily customers on an average weekday.

FIGURE 1-7
Urban Design Concept Plan

FIGURE 1-8
Development and Heights of Schlage Lock Site



Built Form

The Site's mixed-use development will contain both retail/residential buildings, and **stand-alone residential**. Housing on the Site will be primarily low- and mid-rise multifamily podium construction, with grand multi-unit entrances marking major thoroughfares, and ground-floor walk-up, townhome-style units lining key residential street frontages. Podium buildings constructed on long north/south blocks will have frequent breaks, variation and articulation in their facades to reduce the apparent building mass and bulk. . . .

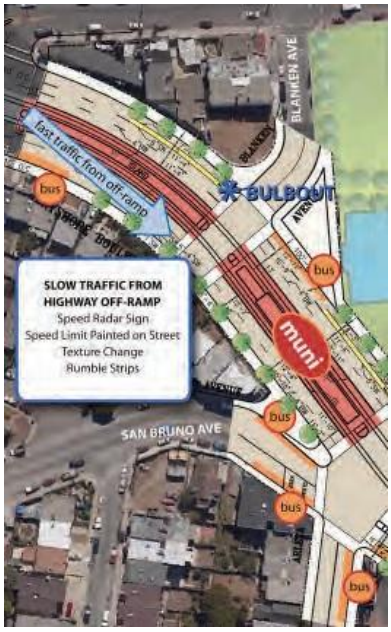
One of the core recommendations from the community was that the architecture and the massing of the buildings be articulated – that building heights setback over the Site to provide visual interest and provide opportunities to create one or more visual landmarks that will act as reference points for the neighborhood. To achieve this, as well as to establish densities consistent with a **transit village**, the Design for Development designates the location of building forms that range in height up to a maximum of eight stories. These building forms will enable construction of up to ***1679*** **units**,

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

6-8 story buildings are proposed along Bayshore south of Leland Avenue,

Transportation and Circulation

The aim of the plan is to seamlessly connect the Schlage site to the Visitacion Valley neighborhood, and to encourage walking and use of public transit as the primary travel modes for neighborhood residents and visitors. The Design for Development establishes a new street grid on the Schlage Lock site, connecting the site to the existing Visitacion Valley neighborhood to the West and the future Brisbane Baylands Development to the South. The project will extend Leland Avenue, as the primary entrance and retail spine of the development, across Bayshore Boulevard. Raymond, Visitacion and Sunnydale Avenues will also continue east across Bayshore Boulevard to the project site. The street grid system will be designed and constructed to safely encourage walking, cycling and use of public transit for neighborhood residents and visitors, while meeting the needs for vehicular access to retail and housing. Pedestrian paths will be required through large development blocks providing shorter paths of travel and breaking up the massing of new building. The new streets and pedestrian paths will incorporate a variety of streetscape design elements, including consistent planting of street trees and other landscape material, pedestrian-scale lighting and street furniture similar to Leland Avenue west of Bayshore.



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

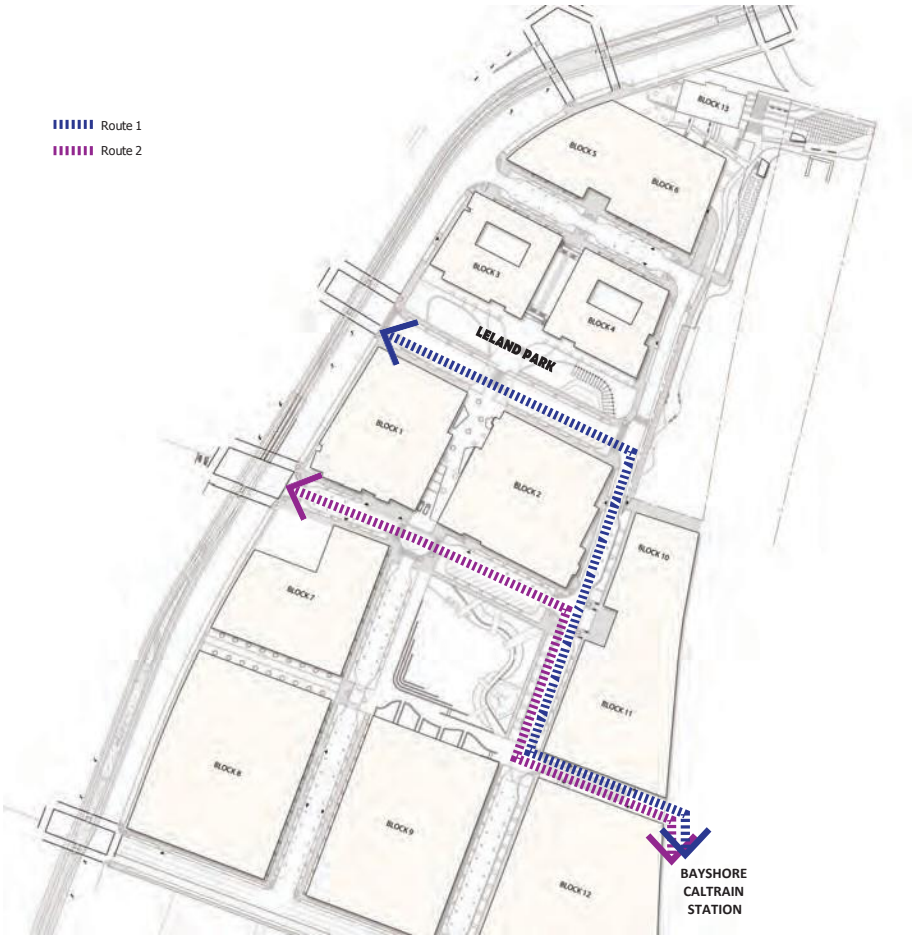


FIGURE 1-9
Pedestrian Connections

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

- In the Project' s first phase, a **complete pedestrian connection between Bayshore Boulevard and the Caltrain Bayshore station.**

In addition, the Planning Department will continue to participate, in partnership with the Office of Economic and Workforce Development, the San Francisco Transportation Authority and several **other jurisdictions on both sides of the San Francisco/San Mateo county line** in the implementation of the Bi-County Transportation Study or an equivalent successor plan. The Study addresses project priorities, schedules, and funding strategies to accommodate anticipated cumulative developments in the southeast San Francisco/Brisbane/Daly City area. These inter-jurisdictional improvement priorities include the Geneva-Harney BRT, the Geneva Avenue extension, the planned Geneva-Candlestick U. S. 101 interchange reconfiguration, and additional improvements to the Bayshore Intermodal Station and station area.

- 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.

BUILDING FORM

Building Height

Ground floor commercial and upper story heights

Height limit extends from uphill property line because the extension does not allow for an extra occupied floor.

Height limit does NOT extend from uphill property line, because the extension allows an extra occupied floor.

FIGURE 2-3
Height Map

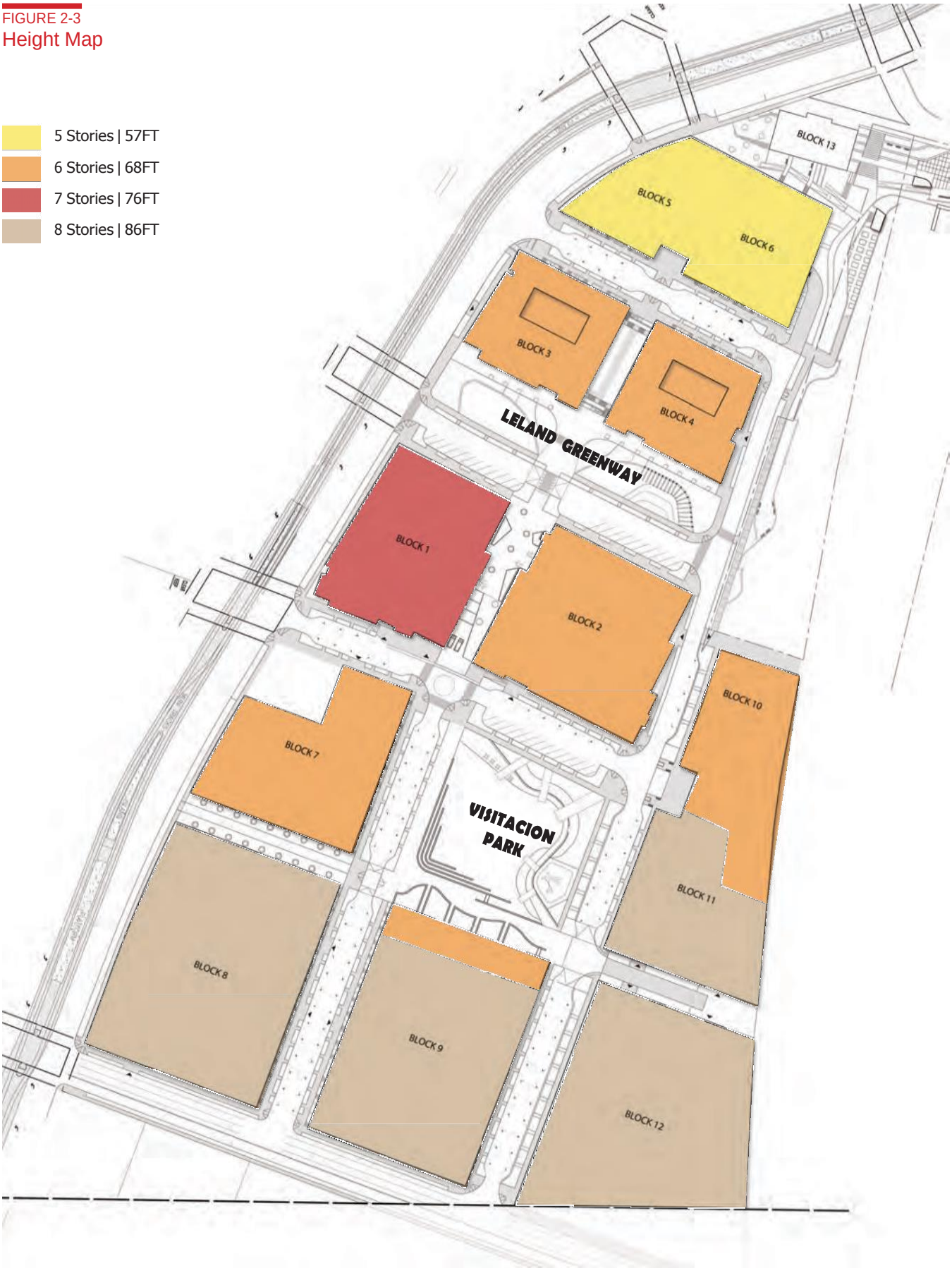


FIGURE 2-4
Heights, Concept View from South

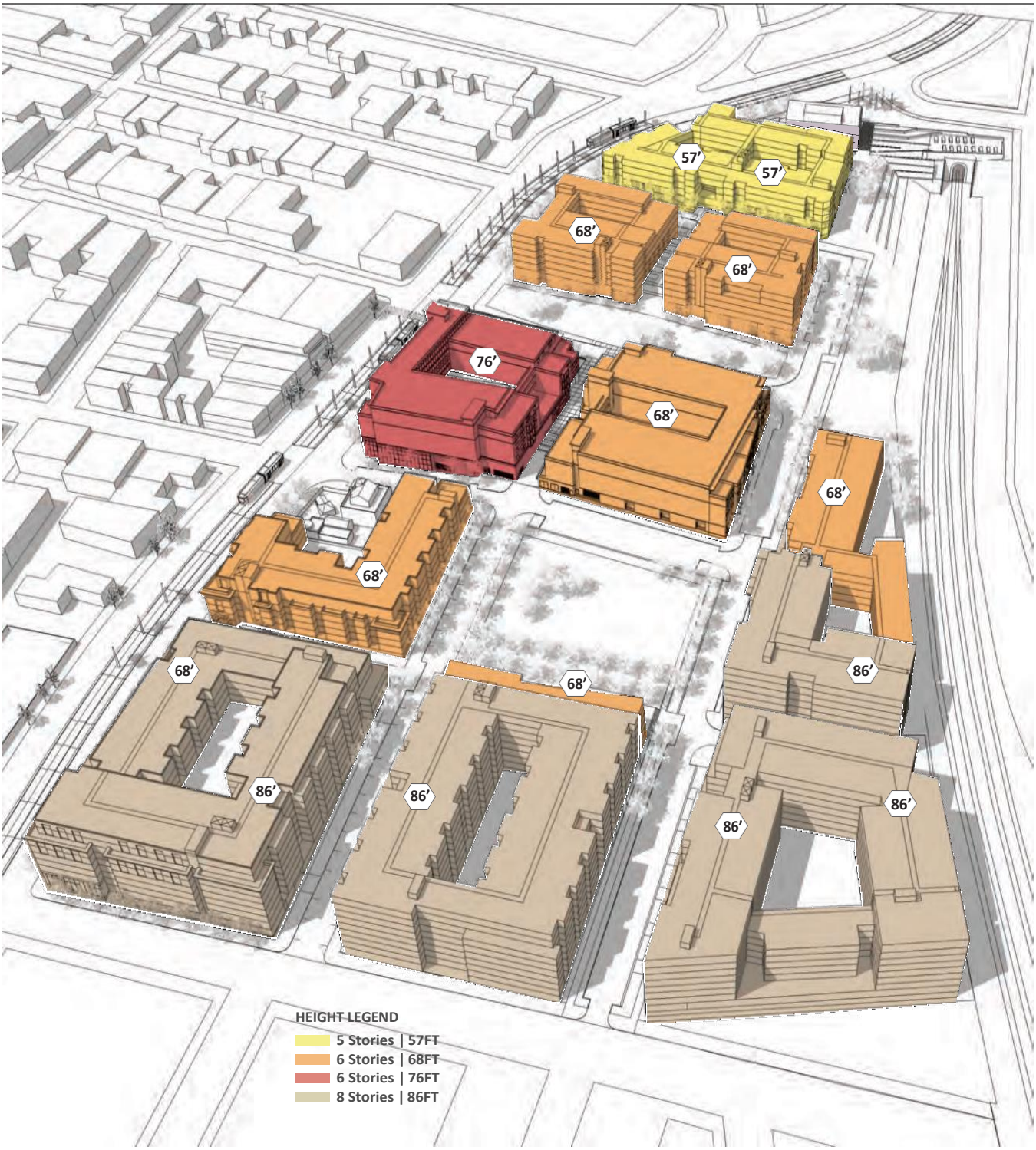


FIGURE 2-5
Concept Sketch, View from South

TRANSPORTATION, PARKING & LOADING

Transportation Demand Management

Off-Street Parking Requirements

DEVELOPMENT CONTROLS

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