Urban Design Presentation Outline

1. Project & Site Overview

2. Summary of Design for Development (D4D) policies urban design policies

3. Illustrate how study sketches address these policies
Purpose of this master plan process:

Achieve a balance between the D4D document and UPC’s goals

Urban design concept for Phase 1 only (north of Visitacion Avenue)

- urban structure, land uses and circulation
- design guidelines and development controls to address specific site and design conditions

Phase 1 site area:
8.1 acres (gross) / 5.4 acres (net)
Site overview

Base Plan
Visitation Valley
Transit-Oriented Development
Phase 1 Master Plan

Historic building
design for development: starting point for this process

• Review and implement the Design for Development (D4D) Plan

• The master plan document will provide guidelines that take direction from the D4D in order to provide a detailed plan, moving towards redevelopment of the site
**Building massing and bulk** - requires building breaks and limits building walls in order to ensure appropriate size and scale of buildings

- D4D establishes **building wall maximums**
- **Building breaks** shall occur at grade, and be designed as public pathways to provide physical and visual access
- **Building mass** should be sculpted to define important public spaces, key intersections, and corners
- Building massing should reinforce primary street walls
setbacks - help to define the character of the street, and create a pleasant and comfortable pedestrian experience.

- Buildings shall line all required streets. Retail and residential entrances shall define required street walls.
- Buildings shall be built to the front property line along Bayshore Blvd. and along Leland Avenue.
- Buildings shall be setback 5-8 feet on average along the Schlage Greenway and Raymond Avenue.
- In all other areas, setbacks may range from 0-8 feet
design for development: height controls

- Building heights and roof lines should be varied within the same height district
- Building heights should step up with the slope of the site
Building design considerations:

Entrances – should be located to help define buildings, orient pedestrians, and create a sense of place and identity

• Residential entrances are required to front along required streets
• Individual entries to each ground floor unit are required along the primary streets and where setbacks are required

Façade design – must provide articulation, variation, and interest

• Commercial and residential facades must be articulated at regular intervals (20-30 feet)
### Design for Development: Overview

### Parking Requirements:

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Allowed Parking</th>
<th>Maximum Allowed Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>None</td>
<td>1 space/DU</td>
</tr>
<tr>
<td>Commercial (less than 10,000 sf)</td>
<td>None</td>
<td>2 spaces/1000 sf of occupied floor area</td>
</tr>
<tr>
<td>Commercial (greater than 10,000 sf)</td>
<td>2 spaces/1000 sf of occupied floor area up to 20,000 sf</td>
<td>4 spaces/1000 sf of occupied floor area above 20,000 sf</td>
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</tbody>
</table>
design for development: transportation and circulation

urban design concepts

D4D Summary

visitacion valley TOD
phase 1: program overview

- Residential
- Grocery store
- In-line retailers and smaller anchors

Case Study:
SF – Proposed Grocery
Prado Group
- 107 residential units over 30,000 square feet of retail
- 82 retail parking spaces with two car share spaces and 96 spaces in a dedicated residential garage with two car share spaces

Case Study:
Berkeley – Proposed Grocery
Hudson McDonald
- 148 apartments
- Grocery store within 1/2-mile walking distance to 7,000 households and 13,000 residents
- Significant parking, with 48 dedicated ground level parking spaces for Grocery and 107 dedicated basement level residential spaces
phase 1: program overview, cont.

- Parks and open space – a strong public realm
- Parking to accommodate land uses
  - Meet parking requirements per D4D
phase 1: massing study – Vertical Envelope by Zoning

3A
Area: 0.4ac.
Height: 85 feet

3B
Area: 0.2ac.
Height: 55 feet

4B
Area: 1.0ac.
Height: 55 feet

4A
Area: 0.8ac.
Height: 55 feet

1C
Area: 1.5ac.
Height: 55 feet

1B
Area: 0.9ac.
Height: 55 feet

Source: Visitacion Valley/ Schlage Lock Design for Development February 2009

Development Program with D4D
phase 1: concept development

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visitacion valley TOD

Development Program with D4D
phase 1: ground plane condition

Development Program with D4D
phase 1: concept development

Development Program with D4D
phase 1: concept diagram
phase 1: concept development

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Development Program with D4D

visitacion valley TOD
phase 1: land use plan – 15’-24’ elevation

Land Use Plan
Visitacion Valley Transit-Oriented Development Phase 1 Master Plan

Elevation ± 15’-24’

LEGEND
- Residential
- Retail
- Grocery
- Parking
- Residential Entry
- Parking Entry

Development Program with D4D

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visitacion valley TOD
phase 1: land use plan – 25’-34’ elevation
phase 1: land use plan – 35’-44’ elevation
phase 1: land use plan – 45’-54’ elevation

Land Use Plan
Visitacion Valley Transit-Oriented Development Phase 1 Master Plan

Elevation ± 45’-54’

LEGEND
- Residential
- Retail
- Grocery
- Parking
- Residential Entry
- Parking Entry

Development Program with D4D
visitacion valley TOD
phase 1: land use plan – 55’ elevation
## phase 1: gross area takeoffs

### Summary

<table>
<thead>
<tr>
<th>parcel number</th>
<th>residential</th>
<th>in-line retail</th>
<th>grocery</th>
<th>parking</th>
<th>Street Parking</th>
<th>notes</th>
</tr>
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<tbody>
<tr>
<td>parcel 1B</td>
<td>105,500 sf</td>
<td>9,500 sf</td>
<td>0 sf</td>
<td>101,000 sf</td>
<td>300 spaces</td>
<td>15 spaces</td>
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<td>parcel 1C</td>
<td>194,400 sf</td>
<td>8,600 sf</td>
<td>14,000 sf</td>
<td>72,400 sf</td>
<td>215 spaces</td>
<td>34 spaces</td>
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<td>parcel 3A+3B</td>
<td>113,000 sf</td>
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<td>0 sf</td>
<td>61,000 sf</td>
<td>180 spaces</td>
<td>10 spaces</td>
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<td>parcel 4A</td>
<td>143,200 sf</td>
<td>16,600 sf</td>
<td>11,000 sf</td>
<td>60,500 sf</td>
<td>178 spaces</td>
<td>10 spaces</td>
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<td>Parcel 4B</td>
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<td>28 spaces</td>
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<td>Parcel 2A+2B</td>
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<td></td>
<td>15 spaces</td>
<td>potential parking on parcel 2A+2B</td>
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<td>total</td>
<td>556,100 sf</td>
<td>34,700 sf</td>
<td>25,000 sf</td>
<td>294,900 sf</td>
<td>873 spaces</td>
<td>112 spaces</td>
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</table>

### Assumptions

1. units size TBD, efficiency ratio 0.85
2. grocery parking 4 per 1000 sf
3. residential parking ratio 1.0
4. minimum floor height. Parking 9'-10'/ residential 9-10'/ in-line retail 12'/ grocery 15'
5. 330 sf/parking space
6. Street parking counts is based on BKF’s original civil drawing. Numbers are subject to change and reference only
phase 1: cross sections

Bayshore Blvd

ped alley

Street A

CAL TRAIN

Section 1-1'

Development Program with D4D

visitation valley TOD
phase 1: cross sections

Bayshore Blvd

Section 2-2'

Development Program with D4D
phase 1: cross sections

Section 3-3'

urban design concepts
phase 1: cross sections

Section 3-3' Alternative
phase 1: cross sections

Section 4-4'
phase 1: cross sections

Visitacion Ave | Park | Leland Ave

4B | 1C | 1B

\[\text{heights (in meters)}\]

- Visitacion Ave: ±25.0 ±16.0
- Leland Ave: ±82.0 (max height)
- Raymond Ave: ±92.0 (max height)
- Old Office Building: ±104.0 (max height)

Section 5-5'

Development Program with D4D

visitacion valley TOD
phase 1: 3-D Massing
phase 1: 3-D Massing - Special Corners - Interior ways (Leland/Bayshore)
phase 1: 3-D Massing – Park view
phase 1: 3-D Massing – Stoops / pedestrian entries (Raymond)
phase 1: 3-D Massing beyond Historic Building
phase 1: elevated ground floor examples
phase 1: 3-D Massing – Elevated Ground Floor Use
phase 1: 3-D Massing - Wall Plane - Skyline variety (Bayshore / Leland)
phase 1: character images - sidewalks
phase 1: character images – sidewalks / outdoor dining
phase 1: character images – on-street parking & building servicing
phase 1: character images - parking
Continue to collect input and recommendations from:

- Community
- Agencies
- Developer
- Engineers
- Landscape Architects

Continue the iterative design process