



SAN FRANCISCO PLANNING DEPARTMENT

Transmittal Memo to the Planning Commission Glen Park Community Plan Informational Presentation

HEARING DATE: FEBRUARY 24, 2011

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Project Name: Glen Park Community Plan

Project Sponsor: Planning Department
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Recommendation: **Informational presentation. No action requested.**

TRANSMITTAL

Transmitting documents related to the Glen Park Community Plan. Attached documents include working draft of the Glen Park Community Plan (2010), draft proposed Planning Code and Zoning Map amendments, and project summary handout.

PROJECT DESCRIPTION

In 2003, a series of grant-funded planning workshops took place with residents, merchants, and public agencies to create a preliminary area plan for Glen Park. The result of this work was the *Draft Glen Park Community Plan Summary* (2003). This document introduced a variety of ideas (land use, transportation and open space) for the neighborhood. After completion of the draft Plan, the project was postponed until additional funding was identified to carry the project forward.

In 2009, the Planning Department re-initiated the community planning process to further examine the draft Plan's proposals and begin environmental review. Over the last two years, the Department has worked closely with the community through public workshops, neighborhood association meetings, personal communication, office hours and other events. In September 2010, the Department released an updated working draft of the Glen Park Community Plan. We intend to refine the Plan in 2011 with additional meetings and opportunities for public input. Adoption of the Plan and EIR certification is expected to take place in Fall 2011.

The Planning Department is collaborating with the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC) and the Bay Area Rapid Transit District (BART) on the Plan.

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PROJECT TIMELINE

Working Draft Plan Release	Fall 2010
Draft EIR Publication	March 2011
Revised Draft Plan Release	Spring 2011
Certification of EIR & Plan Adoption	Fall 2011
Board of Supervisors Adoption Hearings	Fall/Winter 2011

REQUIRED COMMISSION ACTION

No Commission action requested at this time.

Attachments:

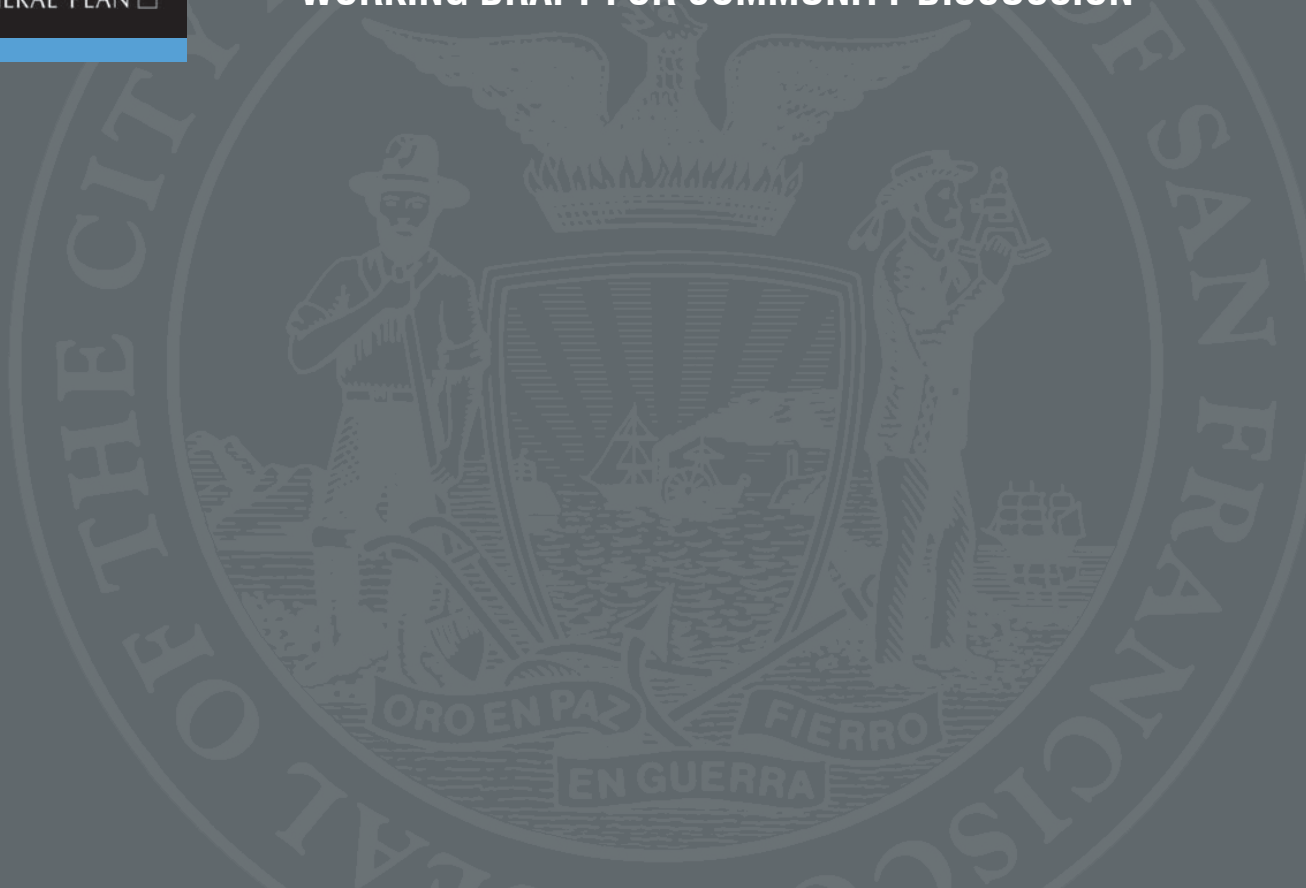
- Draft Glen Park Community Plan (2010)
- Draft Planning Code and Zoning Map: Glen Park Neighborhood Commercial Transit District (Glen Park NCT)
- Community Plan Handout



GLEN PARK COMMUNITY PLAN



WORKING DRAFT FOR COMMUNITY DISCUSSION



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I. SUMMARY OF OBJECTIVES & POLICIES

LAND USE AND URBAN DESIGN

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

Policy 1.1

Continue to concentrate commercial uses and retail activity along Diamond and Chenery Streets.

Policy 1.2

Consider updating existing neighborhood commercial zoning to strengthen Glen Park's commercial district and reinforce the area's transit and pedestrian-oriented character.

Policy 1.3

Improve the streetscape in the commercial core to make the area more safe, comfortable and attractive for pedestrians and shoppers.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

Policy 2.1

Involve the community in decisions affecting Glen Park's built environment.

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Policy 2.3

Consider other possible uses for the BART parking lot.

Policy 2.4

Design of new buildings should be consistent with the neighborhood's existing pattern.

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

Policy 3.1

Treat proposals to alter historic buildings with extra sensitivity.

Policy 3.2

Protect historic buildings in Glen Park from demolition or adverse alteration.

TRANSPORTATION

OBJECTIVE 4

ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

Policy 4.1

Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

Policy 4.2

Prohibit new curbcuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

OBJECTIVE 5

IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

Policy 5.1

Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

Policy 5.2

Consider increased opportunities for bicycle parking in Glen Park

OBJECTIVE 6

SUSTAIN GLEN PARK'S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

Policy 6.1

Implement recommendations of the San Francisco Municipal Transportation Agency's Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

Policy 6.2

Manage curb space around the Glen Park BART station to improve the function of transit.

Policy 6.3

SFMTA and BART should determine which future capital investments may be appropriate for transit.

OBJECTIVE 7

IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

Policy 7.1

Make transit more ADA accessible.

Policy 7.2

Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

Policy 8.1

Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

Policy 9.1

Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.

Policy 9.2

Conduct further analysis to determine feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

Policy 10.1

Pursue strategies to increase the availability of on-street parking.

Policy 10.2

Improve neighborhood walkability, interest, comfort and safety to alleviate need for some local vehicle trips.

OPEN SPACE

OBJECTIVE 11

MAINTAIN AND IMPROVE THE AREA'S MIX OF PUBLIC OPEN SPACES

Policy 11.1

Sustain and improve the informal pedestrian path and greenway connecting downtown Glen Park to Glen Canyon Park.

Policy 11.2

Recognize Kern Street and the BART plazas as important public space opportunities.

Policy 11.3

Consider reclaiming some street space in the commercial core for use as open space.

Policy 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

II. PLAN INTRODUCTION

This Glen Park Community Plan is the product of a sustained community process to address issues and opportunities facing the neighborhood. The focus of the Plan is the “village” or downtown Glen Park – the small cherished but challenged center of the neighborhood and source of great community pride. This is not a redevelopment plan or a plan proposing major change. Instead, it concentrates on a few key issues and provides strategies to preserve and enhance the unique character of Glen Park.

The Plan will become official City policy providing long-term guidance to decision makers and public agencies to ensure future infrastructure projects and land use changes are carried out with sensitivity to the neighborhood’s concerns, needs and desires. The Plan directs the City to implement certain near-term projects as well as pursue a couple of larger future visions.

GLEN PARK’S UNIQUE CHARACTER

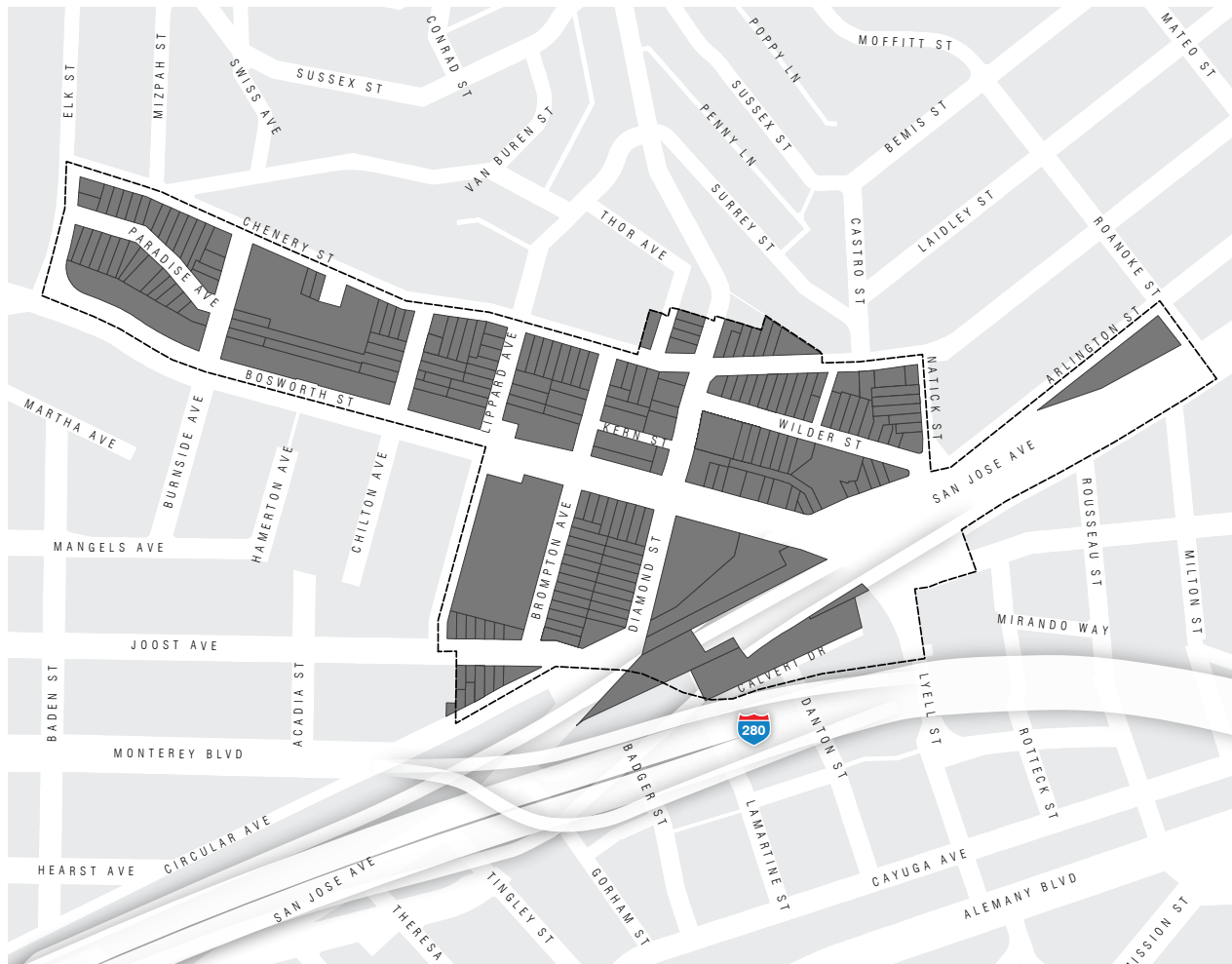
Glen Park has evolved from an area of disparate homesteads and pastures into a vibrant and distinct urban place. Nestled in a valley, Glen Park is shaped by the natural beauty and steep topography of Glen Canyon. The neighborhood combines many of the best features of a dense urban neighborhood with the characteristics of a small town. Shopping, schools, a public library, recreation center and parks are all within walking distance of many homes. In addition, the area’s abundant public transit and freeway access provide connections throughout San Francisco and the Bay Area.

THE “VILLAGE” CENTER

The heart of Glen Park is what residents commonly refer to as the “village” or downtown. Downtown Glen Park encompasses the neighborhood commercial district along Diamond and Chenery Streets and the area surrounding the Glen Park BART station. Here streets are lined with popular shops and restaurants – many of them locally-owned. The area’s intimate scale and walkability create a “village” atmosphere and support a vibrant street life. Neighbors meet each other while shopping, dining or walking to and from the BART station. This area is the primary focus of the Plan.

Downtown Glen Park is busy with pedestrians, shoppers and transit riders at almost all times of day. During rush hours the streets become especially crowded. The confluence of BART and Muni transit lines makes downtown Glen Park a major intermodal transit center for the neighborhood and the region. Over 9,000 riders use the Glen Park BART station every day. Approximately 75% of them arrive at the station by walking or public transit³. Automobiles are drawn to the area by direct access to the I-280 freeway.

³ SFMTA Alternatives Analysis Report: Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study (2010).



Glen Park Community Plan boundary

KEY CHALLENGES & ISSUES

PRESERVING GLEN PARK'S CHARACTER

Glen Park's location, walkability, access to nature, strong transit connections, and vibrant retail district all contribute to its unique character. However, the neighborhood's function and cherished qualities face some key challenges. Addressing these issues and protecting the character of the community are goals of the Glen Park Community Plan.

TRANSPORTATION AND CIRCULATION

Glen Park's small downtown sits at the center of a major transportation interchange. Several bus lines, freeway on/off-ramps and the BART station all converge here. Consequently, the area is a magnet for commuters inside and outside the neighborhood. Few entry and exit points and the limited capacity of narrow streets contribute to rush hour congestion, parking crunches and concerns for pedestrian safety. Glen Park's topography and fine-grained street grid strain to handle all of this activity. These transportation and circulation conflicts threaten the "village" quality that residents cherish.

MEGA INFRASTRUCTURE

Massive public infrastructure projects of the 1960s and 70s significantly altered Glen Park. The freeway building boom resulted in the construction of the I-280 freeway, widening of Bosworth Street and the freeway-like portion of San Jose Avenue. These projects made vehicle access to and through Glen Park more convenient. However, they also severed connections to surrounding neighborhoods, brought new levels of traffic and introduced infrastructure out of scale with the small community. The opening of the BART station in 1973 further transformed Glen Park into a regional transit stop drawing thousands of riders into the neighborhood each day. Opportunities exist to humanize and more carefully stitch these large infrastructure projects into the fabric of Glen Park.

DEVELOPMENT UNCERTAINTY

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for potential future development exist in the commercial core. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the “village.”

THE COMMUNITY PLAN

In 2003, a series of intensive planning workshops took place with residents, merchants, and public agencies to create a preliminary community plan for Glen Park. The result of this work was the *Draft Glen Park Community Plan (2003)*⁴. After completion of the draft Plan, the project was postponed until additional funding was identified to carry the Plan forward. In 2009, the Planning Department re-initiated the community planning process to revise and update the draft Plan. This current version is a reworking of the 2003 Plan based on meetings and discussions with the Glen Park community over the past year and a half. In the coming months, the Glen Park Community Plan will be refined in collaboration with the neighborhood before being presented to the Planning Commission and Board of Supervisors for adoption.

The 2003 planning process articulated the following vision for Glen Park:

The Glen Park community's special character is created by the unique combination of eclectic building styles, pedestrian scale, the layering of green space and buildings climbing into the canyon, public spaces, walkable streets, a compact village, and proximity to transit and the canyon. Every new development project, whether public or private, must incorporate these features based on principals of good design and human scale.

*Vision Statement
2003 Draft Glen Park Community Plan*

The Glen Park Community Plan recognizes Glen Park's

⁴ Draft Glen Park Community Plan (2003), San Francisco Planning Department

unique character and presents a strategy to preserve and enhance the neighborhood. The Plan aspires to encourage local business vitality, improve transportation conditions, calm traffic, strengthen neighborhood identity, and promote pedestrian safety. The Plan's objectives and policies will become part of the City's General Plan to achieve this vision.

The following chapters outline recommendations and a policy framework in the areas of Land Use and Urban Design, Transportation and Open Space. A corresponding implementation program follows outlining how the Plan will be carried out over time.

The Glen Park Community Plan strives to achieve the following goals:

1. Protect and strengthen the character of Glen Park's vibrant walkable neighborhood commercial district.
2. Balance the use of streets for pedestrians, bicycles, transit and automobiles in a way that satisfies circulation needs and enhances the livability of Glen Park.
3. Minimize the impacts of large-scale infrastructure projects on the community.

01

LAND USE AND URBAN DESIGN

The heart of Glen Park is its thriving downtown commercial district. The success and vibrancy of this “village” center is a product of its compact form, proximity to the BART station and dense mix of uses. The streets here are crowded with shoppers, pedestrians and transit riders. Within a few blocks one can find restaurants, coffee shops, banks, salons, a grocery store, library and more. This concentration of activity creates a vibrant street life, supports local businesses and leads to a feeling of safety on the streets. In contrast to the nearby freeway interchange, the village’s human-scale gives the area an intimacy and special charm. The Plan seeks to guard and capitalize on the rare synergy afforded by the proximity of the BART station to the commercial district and surrounding residences to enhance walkability, safety, commercial vitality and community identity.

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

The success of Glen Park’s commercial district depends on its diversity of uses, activities and relationship to surrounding homes and the BART station. Its essential strengths should be preserved and expanded upon.

Policy 1.1

Continue to concentrate commercial uses and retail activity along Diamond and Chenery Streets.

The primary core of the Glen Park commercial district is located along these streets and should be maintained as a continuous pedestrian and retail frontage.

Policy 1.2

Consider updating existing neighborhood commercial zoning to strengthen Glen Park’s commercial district and reinforce the area’s transit and pedestrian-oriented character.

In recent years, Neighborhood Commercial Transit (NCT) zoning districts have been applied in areas like Glen Park to strengthen the character of San Francisco’s most walkable, transit-served, neighborhood commercial areas. Typical components of a Neighborhood Commercial Transit district include the following:

- *Height increase of 5 feet in core commercial area.* This slight height increase permits roomier commercial storefronts that are more generous and inviting. The increase, however, does not allow for an additional floor of development.
- *Flexibility in housing density and parking limits in the commercial core.* In some cases, housing or commercial uses can exist without on-site parking to support walkability, transit use and more efficient use of limited building space.

- *Potential for commercial use controls tailored to the circumstances of the area.*

The Planning Department will work with the community to determine if specific controls are desired to meet goals for the commercial area.

Policy 1.3

Improve the streetscape in the commercial core to make the area more safe, comfortable and attractive for pedestrians and shoppers.

The sidewalks in Glen Park’s commercial core, particularly on Diamond Street, are narrow and congested during peak times with few places to stop, sit or people watch. Opportunities to create additional gathering space should be considered. Consolidation of newsracks, undergrounding of utilities, sidewalk widening and other pedestrian improvements are possibilities.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

Although little future growth is expected in Glen Park, new development should be sensitive to the area’s existing scale and reflect the mix of housing and commercial uses.

Policy 2.1

Involve the community in decisions affecting Glen Park’s built environment.

The community’s strong interest and concern for neighborhood changes requires that outreach to residents be a part of any significant proposal for development in downtown Glen Park.

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing or small-scale retail should be considered to reinforce the established pattern.

Policy 2.3

Consider other possible uses for the BART parking lot.

Glen Park’s 54-space BART parking lot provides convenient free parking for BART patrons. However, the parking lot contributes little to neighborhood character and is a source of security concerns. BART has expressed interest in developing the lot. Given its central commercial district location and proximity to transit, alternative uses may contribute more to the vitality and vibrancy of downtown. A conversation about what might be allowed on the lot should take place between BART, the City and the Glen Park community.

Policy 2.4

Design of new buildings should be consistent with the neighborhood’s existing pattern.

New buildings or major renovations should reinforce the character of Glen Park by creating attractive, pedestrian-friendly places to live, visit and shop in. Human-scaled buildings should be designed to be built close to the sidewalk, have active ground floors, use high-quality materials, and contain interesting features. Long blank monotonous walls or highly visible parking entrances should be avoided.

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

Some of Glen Park’s first buildings still stand today. These structures contribute to neighborhood character and provide a historical link to Glen Park’s early days. Efforts should be made to protect and preserve these important buildings.

Policy 3.1

Treat proposals to alter historic buildings with extra sensitivity.

In conjunction with the overall plan, the Secretary of the Interior’s *Standards and Guidelines for the Treatment of Historic Properties* should be used to minimize the impact of building alterations.

Policy 3.2

Protect historic buildings in Glen Park from demolition or adverse alteration.

To protect the character and quality of historic resources, proposals to demolish or significantly alter any historic resources should be considered closely. Innovative architectural treatments and contemporary designs should not be seen as incompatible if carried out in a respectful manner.

02

TRANSPORTATION

The growth of Glen Park has been intimately linked to its transportation history. The area was largely undeveloped until a streetcar was introduced at the turn of the 19th century. As the city and surrounding suburbs grew into the mid-century, so did the need to accommodate increasing numbers of automobiles. The Freeway Era was particularly unkind to Glen Park resulting in the freeway-like San Jose Avenue, I-280 freeway and a proposal stopped by residents for an elevated freeway over Bosworth Street that removed some houses and would have cut through Glen Canyon. The arrival of BART in 1973 gave Glen Park the distinction of being a stop on the region's first rapid transit line. Though these transportation improvements helped expand mobility and accessibility of Glen Park, they also introduced new conflicts between autos, transit vehicles, bicyclists and pedestrians.

The Plan suggests a variety of strategies to restore a more balanced street environment to the neighborhood. These include near-term improvements such as adding new crosswalks for pedestrians as well as long-term visions such as the proposal to return San Jose Avenue back into a city street. The primary goal is to manage movement in the neighborhood core that does not destroy or further compromise the character and function of the “village.”

PEDESTRIANS

The ability of residents to walk from their homes or transit or to neighborhood serving stores, parks and community facilities is a large part of what makes Glen Park special. Over half of Glen Park's BART riders (56%) walk to the station³. The area has many walkable characteristics – small streets, scenic views, active ground floor storefronts, and transit accessibility. However, rush hour traffic conditions and limited pedestrian amenities make some spots unfriendly for walkers. The following section provides proposals to improve the primacy and pleasure of walking in the neighborhood.

OBJECTIVE 4

ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

Whether people arrive in Glen Park by transit, bike or car, they are all pedestrians at some point. Walking is the primary mode for moving around the village. Freeway structures, on/off ramps, cluttered sidewalks and traffic

³ SFMTA Alternatives Analysis Report: Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study (2010).

congestion present barriers to pedestrian movement and safety. Efforts to make Glen Park's streets more enjoyable for pedestrians should be undertaken.

Policy 4.1
Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

While vehicle infrastructure has grown, corresponding improvements to the pedestrian realm have not kept pace. Pedestrian improvements should be made that contribute to the walkability and vibrancy of the "village."

GENERAL IMPROVEMENTS

General improvement to the pedestrian realm should be pursued including installation of street furniture, consolidation of newsracks, bulbouts, sidewalk widening, and street tree planting where possible.

Bosworth and Diamond Streets intersection

This intersection is the busiest in Glen Park - not only for pedestrians but also for vehicles. It serves as a gateway to the neighborhood and the commercial district. To reduce vehicle-pedestrian conflicts and strengthen neighborhood identity pedestrian improvements such as an all direction exclusive pedestrian "scramble" signal phase, special paving, high-visibility crosswalks, sidewalk bulb outs, widened sidewalks, and reconfiguration of the BART plaza entry should be considered.

Pedestrian experience under the San Jose Avenue and I-280 overpass

The looming overpass above Bosworth Street creates an unwelcoming pedestrian environment and is a source of security concerns especially at night. High-intensity lighting, ornamental street lamps, wall-mounted art or other treatments should be considered to improve the aesthetics and safety of this location.

Pedestrian crossings along Bosworth Street

Limited marked crossing opportunities cause many pedestrians to jaywalk across fast moving traffic. Additional crosswalks should be considered across Bosworth at Lyell, Arlington and Lippard Streets.

Policy 4.2
Prohibit new curbcuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

To avoid conflicts between pedestrians and vehicles and support a continuous retail frontage, new driveways should be restricted on downtown Glen Park's most walkable shopping streets.

BICYCLES

Although Glen Park serves as a critical link in the larger citywide bicycle network, there are few bicycle lanes or other facilities for bicyclists. Bicyclists face a variety of challenging conditions including the area's topography and tangle created by San Jose Avenue and the I-280 freeway. The San Francisco Bicycle Plan proposes a number of projects aimed at improving bicycle connections in Glen Park.

OBJECTIVE 5

IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

Policy 5.1
Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

The Bicycle Plan proposed a set of projects in Glen Park to help fill remaining gaps in the City's bicycle network. These should be implemented to improve safety and bicycle access through Glen Park and to BART. Projects include:

- Bike lanes on Lyell Street
- Bike lanes on Bosworth between Diamond and Rotteck Streets
- Bike Lanes on Monterey Boulevard on and off ramps from San Jose Avenue
- Arlington Street shared lane bike markings ("sharrows")

Policy 5.2
Consider increased opportunities for bicycle parking in Glen Park

Opportunities to expand bicycle parking should be explored near major destinations such as the commercial area, BART, and near Glen Canyon Park.

PUBLIC TRANSIT

One of Glen Park’s greatest assets is its strong transit connections. Glen Park is served by four Muni bus lines (23-Monterey, 36-Teresita, 44-O’Shaughnessy, and 52-Excelsior), the J-Church Muni metro line and BART’s regional rail lines. In addition to public transit, a number of private employers operate shuttle buses to the BART station area. Approximately 9,000 transit riders get on or off Muni, BART or shuttle buses in downtown Glen Park each weekday. Glen Park’s role as an important transit center for the neighborhood, city, and the region should be maintained. Improvements to transit include making service more accessible, reducing curbside conflicts and better connections between Muni and BART.

OBJECTIVE 6

SUSTAIN GLEN PARK’S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

Policy 6.1
Implement recommendations of the San Francisco Municipal Transportation Agency’s Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

The SFMTA’s Transit Effectiveness Project (TEP) recommends the following Muni changes in Glen Park. These projects should be implemented per the TEP’s timeline:

- Extension of the 35-Eureka bus line to the BART Station via Diamond Heights Boulevard and Diamond Street.
- Redesign of the 36-Teresita route to cover part of the eliminated 26-Valencia bus in Glen Park.

Policy 6.2
Manage curb space around the Glen Park BART station to improve the function of transit.

The limited curb space at the BART station creates competition for passenger loading and unloading between Muni buses, employer shuttles and automobile pickup and drop-off. Reconfiguration of bus stops and loading areas should be considered to reduce conflicts.

Policy 6.3
SFMTA and BART should determine which future capital investments may be appropriate for transit.

The SFMTA has studied the technical feasibility of various projects to improve transit operation in Glen Park. These include a bus loop around the BART station, improved access to/from the J-Church platform, and BART plaza enhancements. While technically feasible, some projects may be prohibitive in terms of cost or operational efficiency. The SFMTA and BART should make appropriate recommendations based on community input, agency goals and environmental findings. Worthwhile improvements should be pursued.

OBJECTIVE 7

IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

Policy 7.1
Make transit more ADA accessible.

The area’s grade changes make ADA access to transit services particularly challenging. The following improvements should be considered.

J-CHURCH PLATFORM

The only access between the J-Church light rail platform located on San Jose Avenue and the Glen Park BART station is over a pedestrian bridge with stairs. Wheelchair users are unable to use the stop. An reconfigured pedestrian bridge with ADA compliant ramp or at-grade pedestrian crossing of San Jose Avenue could help improve access. Long-term plans should consider moving the J-Church platform to better serve the “village” and allow access by neighborhoods to the south. A future redesign of San Jose Avenue should consider the possibility of removing the Bosworth Street overpass to create a street level intersection J-Church stop (see Policy 9.2).

BART & MUNI

ADA access from surrounding Muni bus stops to the BART station is limited. The BART plaza's stairway entrances prevent ADA access at two of the three entries. Reconfiguration of the BART plaza could improve access between buses and BART.

Policy 7.2

Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

The underused plazas surrounding the BART station offer a tremendous opportunity to serve thousands of transit riders, more seamlessly link the commercial district and provide high-quality public space. Plaza alterations should be made that improve pedestrian and ADA access by removing walls and fences, expanding at-grade access and linking Muni passenger areas.

VEHICLE CIRCULATION

Vehicle circulation challenges in Glen Park have impacted both the neighborhood's livability and walkability. During rush hours, congested intersections create vehicle-pedestrian conflicts and lure drivers to detour through narrow residential streets. Freeway structures limit connections among the area's roads and force drivers to make overly circuitous vehicle movements. Strategic interventions at key locations should be made to manage traffic flow and create better neighborhood serving streets. Both short and long-term looks at the larger area's circulation and roadway network should be carried out.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

Policy 8.1

Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

Strategic solutions to address areas of known congestion or backup should be considered. While conditions for automobiles should be improved if possible, further degradation of the pedestrian environment must be avoided.

Diamond and Bosworth Streets

Traffic congestion on Bosworth and Diamond Streets builds as vehicles from surrounding neighborhoods funnel through Glen Park to reach the BART station or access the freeway. Turning vehicles clog the intersection blocking straight-through traffic. High pedestrian volumes further constrict the ability of cars to turn. The creation of dedicated left-turn lanes northbound and southbound could help improve conditions. On eastbound Bosworth Street an eastbound right-turn lane could also be created. Parking restrictions would need to be initiated along the southwest corner of Bosworth Street and the northwest corner of Diamond Street for these changes to take place.

Bosworth/Arlington/I-280 on-ramp

This intersection's odd geometry and large width create confusing turn movements and prohibit pedestrian crossing across Bosworth. The installation of a roundabout could make traffic movements more predictable and allow installation of pedestrian crossings. The SFMTA and Caltrans would need to determine if this type of treatment is desired before a roundabout is pursued.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

Major automobile infrastructure projects over the past 50 years have focused on improving conditions for cross-town and regional traffic in Glen Park. The Freeway construction boom of the 1960s created the I-280 freeway and the freeway-like stretch of San Jose Avenue, a remnant of the proposed but abandoned Mission Freeway. These projects changed the character of the area by increasing vehicle speeds and cut-through traffic in the area. Opportunities exist to restore the neighborhood function of streets in Glen Park.

**Policy 9.1
Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.**

High vehicle speeds and cut-through traffic diminish the comfort of pedestrians and adversely affect residents. Traffic calming treatments at key locations including: Bosworth Street and the intersections of Joost/Monterey Boulevard, Arlington/Wilder and Bosworth/Lyell could be implemented to help reduce speeds and improve pedestrian and bicycle movement. Curb bulb outs, new pedestrian crossings, widened medians or other treatments may be appropriate.

**Policy 9.2
Conduct further analysis to determine the feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.**

San Jose Avenue is a four-lane road but looks and act more like a freeway than a city arterial street before transitioning to I-280. The City in conjunction with Caltrans should conduct further analysis to determine the feasibility of converting the freeway-like portion of San José Avenue into an attractive city boulevard, similar to Dolores Street or Octavia Boulevard. Any proposal of this scale represents a long-term future vision and would require additional traffic, engineering and environmental studies as well as extensive community outreach and funding to implement.

Conversion of San Jose Avenue into a street of more typical city character would involve roadway redesign, streetscape beautification, reduction in vehicle speeds and creation of new intersections to connect neighborhoods that San Jose Avenue currently acts as a barrier between. One project component includes the possible removal of the San Jose Avenue overpass at Bosworth Street to reduce the grade separation between the two streets and restore a street level intersection. This would allow for the possibility of creating a new Muni J-Church stop that is better integrated into the neighborhood. As part of a future redesign of San Jose Avenue, reconfigured roadway parcels could be considered as possible housing opportunity sites.

Near-term traffic calming improvements supported by SFMTA and Caltrans such as lowered speeds, improved

bicycle conditions, flashing radar speed signs, or lane reduction should be pursued until a larger structural change is possible.

PARKING

All of San Francisco’s neighborhoods face on-street parking challenges. Glen Park is no different. The neighborhood is fortunate in that many residences are located within walking distance of downtown Glen Park and the BART station. Parking availability is a subject of concern for Glen Park’s residents. Neighbors have noted problems with BART commuter parking, abuse of disabled parking placards by some drivers and the crowding of parking spaces by residents who use their garages for uses other than parking.

Regulating and managing parking is a complicated matter. The more parking that is provided, the more cars and congestion Glen Park will attract. If not enough parking is provided or spaces remain occupied, residents, visitors and shoppers will have difficulty accessing the area. A reasonable amount of parking should be provided while at the same time walking and transit should be made more desirable and convenient.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

Glen Park residents have noted that parking can be difficult during certain times of day or week. Rather than creating new parking spaces in the neighborhood and the increased congestion and traffic that would come with them, demand for existing parking spaces should be optimized to improve parking availability at all times of day.

**Policy 10.1
Pursue strategies to increase the availability of on-street parking.**

Various methods should be employed to achieve desirable levels of parking availability in both residential and commercial areas. These include:

- **Residential Permit Parking (RPP) Program**
The SFMTA's RPP Program offers the opportunity for residents to reduce on-street parking demand on residential streets. Permit parking areas are formed at the request of residents. These areas should be expanded as needed.
- **Parking Enforcement**
Enforcement of parking controls in Glen Park is necessary to ensure the availability of parking spaces. SFMTA should provide levels of enforcement to ensure appropriate use of spaces and promote parking availability.
- **State Legislative Reform**
Roughly 60,000 disabled plates and placards have been issued in San Francisco – about 1 for every 15 residents. These allow the holders to park for an unlimited amount of time at on-street spaces for free. Placards are essential to the mobility of disabled persons who require additional time to complete tasks or require parking close to destinations. However, those fraudulently displaying disabled placards can occupy spaces all day preventing use by people with actual disabilities. The City and SFMTA are pursuing state legislation that would allow closer scrutiny of permits for disabled placards.
- **Adjustable Rate/Time Parking Meters**
The SFMTA has been pioneering the use of innovative on-street parking strategies that utilize variable pricing to help make parking spaces available when and where they are needed. At some point Glen Park may want to experiment with this strategy to determine its usefulness in increasing parking availability in the commercial area.

Policy 10.2
Improve neighborhood walkability, interest, comfort and safety to alleviate need for some local vehicle trips.

Some residents choose to drive out of concerns for personal safety or unfriendly pedestrian conditions. Efforts should be made to improve the pedestrian environment to make walking a more attractive transportation choice. Options include: additional street furniture, consolidation of news-racks, provision of bulb-outs, sidewalk widening, and street tree planting where appropriate.

03

OPEN SPACE

Glen Park’s mix of natural and urban open spaces provide recreational opportunities, public gathering places and a connection to nature. Only a short walk from downtown, Glen Canyon Park offers a stunning natural area with beautiful rock outcrops, hiking trails, a recreation center, ball fields and tennis courts. One of San Francisco’s last free flowing creeks – Islais Creek – winds through the canyon before entering a storm drain beneath the neighborhood. While downtown Glen Park bustles with people throughout the day, the village lacks strong public gathering places. Opportunities exist to transform underutilized spaces and to create reinvigorated green spaces and plazas in Glen Park.

OBJECTIVE 11

MAINTAIN AND IMPROVE THE AREA’S MIX OF PUBLIC OPEN SPACES

Policy 11.1
Sustain and improve the informal pedestrian path and greenway connecting downtown Glen Park to Glen Canyon Park.

The vacant parcels along Bosworth Street function as an informal trail and greenway through Glen Park. This path

provides a valuable green resource for the neighborhood. The opportunity exists to improve the trail, remove barriers and better maintain the area to create an attractive linear greenway and safe walking route between downtown and Glen Canyon Park. Located along the historic creek channel, the greenway could also provide opportunities to honor the area’s watershed and historic ecology with signage, an art installation or possible creek “daylighting” project.

Policy 11.2
Recognize Kern Street and the BART plazas as important public space opportunities.

KERN STREET

Since it does not function as a through street and has few cars, the one block of Kern Street provides a unique opportunity to provide new public space in downtown. Special pavement, street trees and shared street treatments could provide room for outdoor seating, dining and gathering. If the parking lot along Kern is ever developed, opportunities to orient commercial uses towards the street should be considered. Kern Street could also function as the entrance to a greenway linking downtown to Glen Canyon.

BART PLAZAS

The Glen Park BART station is located on the busiest corner in the Plan area. However, despite its location, the plaza at the corner of Bosworth and Diamond is rarely used except for passing through. The plaza is essentially walled off from the adjacent community and much of Bosworth Street. The small plaza located in the southern section of the station site is also underutilized. Redesign of these areas could make these spaces more inviting, better for transit and provide much needed gathering spaces in downtown.

Policy 11.3

Consider reclaiming some street space in the commercial core for use as open space.

Narrow sidewalks in the commercial area provide little room for gathering or socializing. The conversion of a parking space or two into a “parklet” – a small open space with seating, planters and bicycle parking – could help support the social and street life of the village.

Policy 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

Islais Creek once flowed freely through Glen Park. Today the creek flows through Glen Canyon before it is diverted underground into a culvert beneath the recreation center. Creek “daylighting” is the redirection of a stream into above-ground channels. Cities such as Oakland, Berkeley, Santa Rosa and Portland have all successfully restored creeks to the surface in dense urban environments. The opportunity exists to “daylight” a part of Islais Creek within Glen Park to provide a new recreational amenity, habitat value and sustainable stormwater management. The City should conduct a study to assess the feasibility of such a project and identify potential impacts and benefits.

IV. APPENDICES

Glen Park Community Plan Draft Implementation Program

This Implementation Program outlines the follow up actions that are recommended to take place to put the Plan’s vision on the ground. The table below will provide guidance to City agencies on projects, programs and further studies to implement the Plan.

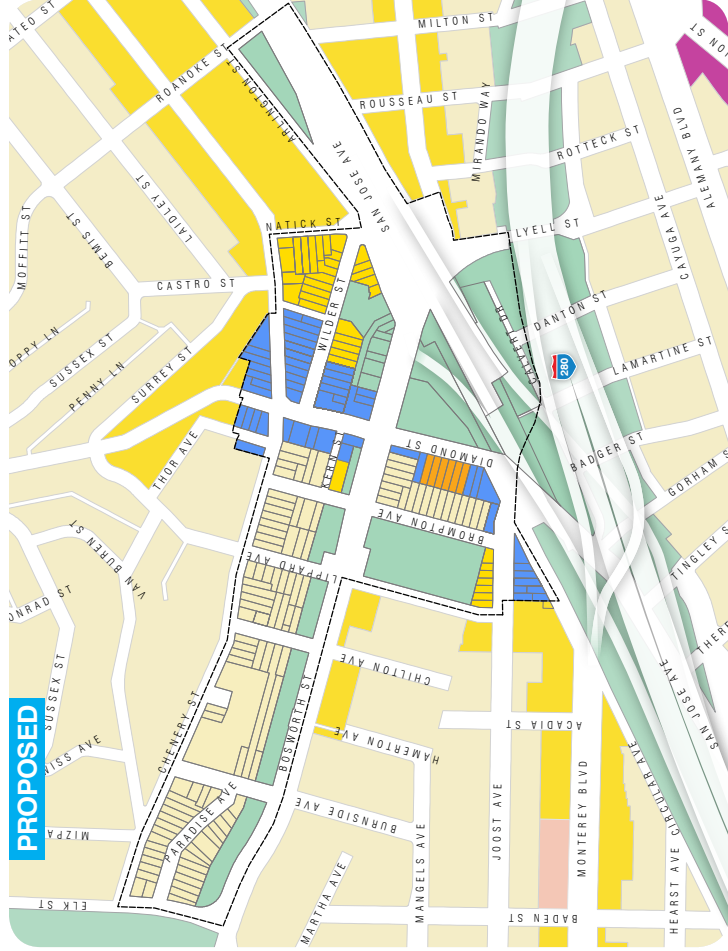
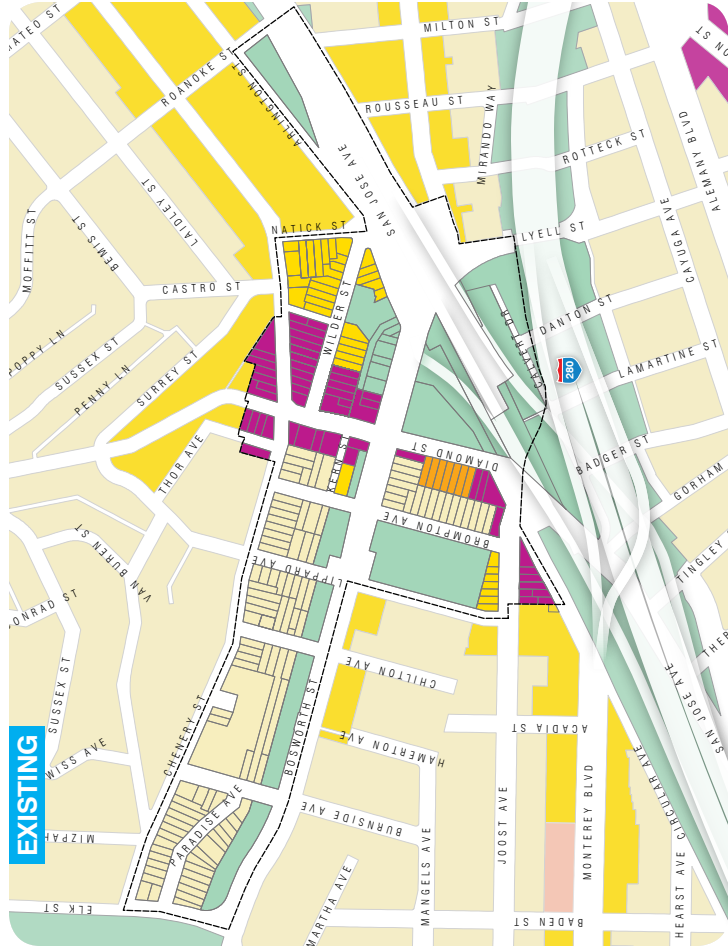
Project		Action	Key Agency	Timeframe Potential	Funding Source
LAND USE	Revised Neighborhood Commercial Zoning	Update Planning Code to reflect zoning change of existing neighborhood commercial district (NC-2) to Glen Park Neighborhood Commercial Transit (NCT) district	Planning	Upon Plan adoption	Planning Department
	BART parking lot site	Pending outcome of upcoming BART community process, review and consider proposals for rezoning of parking lot	Planning	Pending BART timeline	Planning Department
	Historic Preservation	Present historic resources survey for adoption to Historic Preservation Commission (HPC)	Planning	Near-term (1-5 yrs)	Planning Department
		Nominate eligible properties to the California Register of Historical Resources	Planning	Near-term (1-5 years)	Planning Department
OPEN SPACE	Greenway Design	Develop plan including conceptual landscape design for greenway along City-owned Bosworth Street parcels	Rec Park, SFPUC, DPW, Planning	Near-term (1-5 years)	Existing department budgets
	Greenway Construction and Maintenance	Build and maintain interconnected greenway path.	Rec Park, SFPUC, DPW, Planning	Mid-term (5-10 years)	State, regional, federal grants, Prop K sales tax
	Islais Creek Study	Conduct study to determine engineering feasibility, benefits and impacts of daylighting portions of Islais Creek through Glen Park.	SFPUC	Near-term (1-5 years)	SFPUC
	BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
	Glen Park Village “parklet”	Convert parking stall(s) into small open space with seating, tables, planters and/or bicycle parking.	SFMTA, Planning, DPW	Near-term (1-5 years)	Pavement to Parks program, donations

TRANSPORTATION

Project	Action	Key Agency	Timeframe Potential	Funding Source
Pedestrian Improvements	<p>Prioritize and proceed with implementation of pedestrian street improvements:</p> <ul style="list-style-type: none"> • General pedestrian/streetscape improvements including benches, newsrack consolidation, bulbouts, sidewalk widening, and street tree planting • Bosworth and Diamond Streets intersection: pedestrian “scramble” signal phase, special paving, high-visibility crosswalks, bulb outs, widened sidewalks, and reconfiguration of BART plaza entrance • San Jose Avenue & I-280 underpass: high-intensity lighting, ornamental street lamps, or wall-mounted art • New Bosworth Street pedestrian crossings: Lyell, Arlington and Lippard Streets 	SFMTA, Planning, DPW	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
Bicycle Network projects	<p>Implement Glen Park bicycle projects as identified in San Francisco Bicycle Plan including:</p> <ul style="list-style-type: none"> • Lyell Street bike lanes • Bosworth St. bike lanes btw. Diamond and Rotteck • Bike Lanes on Monterey Blvd on and off ramp bike lanes from San Jose Avenue • Arlington Street shared lane bike markings (“sharrows”) 	SFMTA	Near-term (1-5 years)	Funded
Bicycle Parking	Install additional bicycle where needed near commercial area, BART, and Glen Canyon Park	SFMTA, BART	Near-term (1-5 years)	State, regional, federal grants, SFMTA Bike Program
Transit Service Adjustments	<p>Implement Transit Effectiveness Project (TEP) routing changes:</p> <ul style="list-style-type: none"> • 35-Eureka extension to BART Station • 36-Teresita route adjustments 	SFMTA	In Process	SFMTA
Transit capital investments	<p>Prioritize and implement transit capital projects. Projects may include:</p> <ul style="list-style-type: none"> • One-way bus loop along the south and east facades of BART station • Relocation of private shuttles to Diamond Street • Muni transit stop adjustments on Bosworth & Diamond Streets • Reconstructed pedestrian bridge with accessible ramp from J-Church platform • Signalized, at-grade pedestrian crossing of San Jose Ave to J-Church platform 	SFMTA, BART	Mid-term (5-10 years)	State, regional, federal grants, SFMTA, BART, Prop K sales tax
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
Traffic Calming and Vehicle Circulation projects	<p>Prioritize and implement traffic calming and vehicle circulation projects. Projects may include:</p> <ul style="list-style-type: none"> • Pedestrian bulb-outs and expanded traffic island at Joost/Monterey Blvd intersection • Pedestrian bulb-outs at Arlington/Wilder Street intersection • Speed tables, narrowed lanes on Bosworth St. under San Jose Ave. • Roundabout intersection at Bosworth/Arlington Streets • Concurrent left-turn signal phase on Diamond Street • Curb parking restrictions to improve capacity • Traffic signal w/ crosswalks at Bosworth/Lyell intersection 	SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, SFMTA Traffic Calming Program
San Jose Avenue near-term traffic calming improvements	Identify and implement appropriate near-term traffic calming improvements. Possibilities may include: Signage, striping changes, decreased speeds, bicycle improvements, radar speed signs	SFMTA, Caltrans	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax, Caltrans
San Jose Avenue Redesign	Conduct a traffic and engineering study to determine feasibility of redesigning San Jose Ave as a local street (with and without removal of Bosworth Street overpass)	SFMTA, SFCTA, Caltrans, Planning	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
	Design and construct major roadway and streetscape changes on San Jose Avenue	SFMTA, SFCTA, Caltrans, Planning	Long-term (10+ years)	State, regional, federal grants, Prop K sales tax

Glen Park Community Plan Zoning Proposal

DRAFT FOR COMMUNITY DISCUSSION



Building heights in area currently set at 40 ft. max.

LAND USE DISTRICTS

- RH-1** Residential, one unit per lot
- RH-2** Residential, two units per lot
- RH-3** Residential, three units per lot
- RM-1** Low Density Residential, 1 unit per 600 sf
- NC-2** Neighborhood Commercial,
- NCT** Glen Park Neighborhood Commercial Transit District
- P** Public
- Glen Park Community Plan Boundary

What is Zoning?

Zoning determines what can be built and where. Each parcel of land in San Francisco has a zoning designation. This sets rules for what can and can not be developed. Zoning places limits on the types of land uses allowed, building heights, density, number of parking spaces, and more. The maps below show Glen Park's existing zoning and what is proposed under the Community Plan.

What is not changing?

No changes are proposed for the existing residential zoning (RH-1, RH-2, RH-3) shown in yellow. Also, no changes are proposed for the publicly zoned (P) properties including the Glen Park Elementary School, BART station and parking lot, and City owned parcels along Bosworth Street. A proposal for the rezoning of the BART lot to allow housing or commercial uses would need to come out of BART's upcoming planning process.

What is proposed to change?

The Plan does suggest updating the existing neighborhood commercial district (NC-2) with a Glen Park Neighborhood Commercial Transit District (Glen Park NCT). This new zoning district would reflect Glen Park's unique identity and proximity to transit. It would allow the following:

- Potential height increase of 5 feet in core commercial area to allow for inviting ground floor storefronts but not another floor of development.
- Flexibility in housing density and parking limits in the commercial core.
- Potential for commercial use controls tailored to the area.

Special controls would be developed that encourage certain commercial uses desired by the community. Also, one existing RH-3 parcel on Diamond Street is proposed for rezoning to Glen Park NCT to legalize a pre-existing commercial use.



DRAFT

Planning Code Section 73X.X – GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT.

The Glen Park Neighborhood Commercial Transit (NCT) District lies primarily along Diamond and Chenery Streets and includes adjacent portions of Wilder Street, Bosworth Street, Joost Avenue and Monterey Boulevard. The district is mixed use, with predominantly two and three story buildings with neighborhood-serving commercial and retail uses on lower floors and housing above. The area is well-served by both local and regional transit including the Glen Park BART station, Muni bus lines, and a Muni light rail stop (J-Church).

The Glen Park NCT is designed to protect and enhance the neighborhood's scale, walkability and "village" atmosphere. Human-scale buildings with neighborhood-serving uses such as specialty retail stores, restaurants, and local offices are encouraged. Buildings may range in height, with height limits generally allowing up to four stories. Rear yard corridors above the ground story and at residential levels are preserved.

Commercial uses are encouraged at the ground story. Retail frontages and pedestrian-oriented streets are protected by limiting curb cuts (i.e. driveways, garage entries) on portions of Diamond and Chenery Streets. Housing development is encouraged above the ground story. Housing density is not controlled by the size of the lot but by dwelling unit standards, physical envelope controls and unit mix requirements. Given the area's location and accessibility to the transit network, accessory parking for residential and commercial uses is not required but allowed. Any new parking is required to be set back to support a pedestrian friendly streetscape.

SEC. 73X GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT ZONING CONTROL TABLE

No.	Zoning Category	§ References	Controls
BUILDING STANDARDS			
73X.XX	Height and Bulk Limit	§§ 102.12, 105, 106, 250—252, 260, 270, 271	Generally, 40-X/45-X See Zoning Map: Additional 5' Height Allowed for Active Ground Floor Uses in Glen Park NCT.
73X.XX	Lot Size [Per Development]	§§ 790.56, 121.1	P up to 9,999 sq. ft.; C 10,000 sq. ft. & above § 121.1
73X.XX	Rear Yard	§§ 130, 134, 136	Required at the second story and above and at all residential levels § 134(a)(e)
73X.XX	Street Frontage		Required § 145.1
73X.XX	Street Frontage, Above-Grade Parking Setback and Active Uses		Minimum 25 feet on ground floor, 15 feet on floors above § 145.1(c)
73X.XX	Street Frontage, Required Ground Floor Commercial Uses	§§ 145.4	Active/retail uses required on ground floor of key streets: Diamond Street btw Chenery & Bosworth Streets, Chenery Street (NCT parcels only) § 145.4
73X.XX	Street Frontage, Parking and Loading access restrictions	§ 155(r)	No new curb cuts, garage doors or vehicle entrances permitted on these street frontages: Diamond Street btw Chenery & Bosworth Streets, Chenery Street (NCT parcels only) § 155(r)
73X.XX	Awning	§ 790.20	P § 136.1(a)
73X.XX	Canopy	§ 790.26	P § 136.1(b)

P = Permitted

NP = Not Permitted

C = Conditional Use (requires hearing at Planning Commission)

Yellow rows indicate areas that differ from existing zoning controls (Neighborhood Commercial - NC-2).

No.	Zoning Category	§ References	Controls
73X.XX	Marquee	§ 790.58	P § 136.1(c)
73X.XX	Street Trees		Required § 143
COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES			
73X.XX	Floor Area Ratio	§§ 102.9, 102.11, 123	2.5 to 1 § 124(a)(b)
73X.XX	Use Size [Non-Residential]	§ 790.130	P up to 3,999 sq. ft.; C 4,000 sq. ft. & above § 121.2
73X.XX	Off-Street Parking, Commercial/Institutional	§§ 150, 153—157, 159-160, 204.5	§§ 151.1, 166, 145.1 None required. Amount permitted varies by use; see Table 151.1. For retail uses, P up to 1 space per 1,500 feet of occupied floor area or the quantity specified in Table 151, whichever is less, and subject to the conditions of § 151.1(f); NP above. For retail grocery stores larger than 20,000 square feet, P up to 1:500, C up to 1:250 for space in excess of 20,000 s.f. subject to conditions of 151.1(f); NP above.
73X.XX	Off-Street Freight Loading	§§ 150, 153—155, 204.5	Generally, none required if gross floor area is less than 10,000 sq. ft. §§ 152, 161(b)
73X.XX	Outdoor Activity Area	§ 790.70	P if located in front; C if located elsewhere § 145.2(a)
73X.XX	Drive-Up Facility	§ 790.30	NP
73X.XX	Walk-Up Facility	§ 790.140	P if recessed 3 ft.; C if not recessed § 145.2(b)

P = Permitted

NP = Not Permitted

C = Conditional Use (requires hearing at Planning Commission)

Yellow rows indicate areas that differ from existing zoning controls (Neighborhood Commercial - NC-2).

No.	Zoning Category	§ References	Controls		
73X.XX	Hours of Operation	§ 790.48	P 6 a.m.—2 a.m.; C 2 a.m.—6 a.m.		
73X.XX	General Advertising Sign	§§ 262, 602—604, 608, 609	P § 607.1(e)1		
73X.XX	Business Sign	§§ 262, 602—604, 608, 609	P § 607.1(f) 2		
73X.XX	Other Signs	§§ 262, 602—604, 608, 609	P § 607.1(c)(d)(g)		
No.	Zoning Category	§ References	Controls by Story		
			1st	2nd	3rd+
73X.XX	Residential Conversion	§ 790.84	C	C	NP
73X.XX	Residential Demolition	§ 790.86	C	C	C
73X.XX	Residential Division	§ 207.6	P	P	P
73X.XX	Other Retail Sales and Services [Not Listed Below]	§ 790.102	P	P	NP
73X.XX	Bar	§ 790.22	P	NP	NP
73X.XX	Full-Service Restaurant	§ 790.92	P	NP	NP
73X.XX	Large Fast Food Restaurant	§ 790.90	NP	NP	NP
73X.XX	Small Self-Service Restaurant	§ 790.91	P	NP	NP
73X.XX	Liquor Store	§ 790.55	P	NP	NP
73X.XX	Movie Theater	§ 790.64	P	NP	NP
73X.XX	Adult Entertainment	§ 790.36	NP	NP	NP
73X.XX	Other Entertainment	§ 790.38	P	NP	NP
73X.XX	Financial Service	§ 790.110	P	C	NP
73X.XX	Limited Financial Service	§ 790.112	P	NP	NP
73X.XX	Medical Service	§ 790.114	P	P	NP
73X.XX	Personal Service	§ 790.116	P	P	NP
73X.XX	Business or Professional Service	§ 790.108	P	P	NP
73X.XX	Massage Establishment	§ 790.60, § 1900 Health Code	C	NP	NP
73X.XX	Tourist Hotel	§ 790.46	C	C	C
73X.XX	Automobile Parking	§§ 790.8, 156, 160	C	C	C
73X.XX	Automotive Gas Station	§ 790.14	C	NP	NP
73X.XX	Automotive Service Station	§ 790.17	C	NP	NP
73X.XX	Automotive Repair	§ 790.15	C	NP	NP
73X.XX	Automotive Wash	§ 790.18	NP	NP	NP
73X.XX	Automobile Sale or Rental	§ 790.12	NP	NP	NP
73X.XX	Animal Hospital	§ 790.6	C	NP	NP
73X.XX	Ambulance Service	§ 790.2	NP	NP	NP
73X.XX	Mortuary	§ 790.62	NP	NP	NP
73X.XX	Trade Shop	§ 790.124	P	C	NP

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NP = Not Permitted

C = Conditional Use (requires hearing at Planning Commission)

Yellow rows indicate areas that differ from existing zoning controls (Neighborhood Commercial - NC-2).

No.	Zoning Category	§ References	Controls by Story Controls		
			1st	2nd	3rd+
73X.XX	Storage	§ 790.117	NP	NP	NP
73X.XX	Video Store	§ 790.135	C	C	NP
73X.XX	Administrative Service	§ 790.106	NP	NP	NP
73X.XX	Hospital or Medical Center	§ 790.44	NP	NP	NP
73X.XX	Other Institutions, Large	§ 790.50	P	C	C
73X.XX	Other Institutions, Small	§ 790.51	P	P	P
73X.XX	Public Use	§ 790.80	C	C	C
73X.XX	Medical Cannabis Dispensary	§ 790.141	P	NP	NP
73X.XX	Residential Use	§ 790.88	P, except C for frontages listed in 145.4	P	P
73X.XX	Residential Density, Dwelling Units	§§ 207, 207.1, 790.88(a)	No residential density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, dwelling unit mix standard, and design review by the Planning Department. § 207.4, 207.6		
73X.XX	Residential Density, Group Housing	§§ 207.1, 790.88(b)	No group housing density limit by lot area. Density restricted by physical envelope controls of height, bulk, setbacks, open space, exposure and other applicable controls of this and other Codes, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department. § 208		
73X.XX	Usable Open Space [Per Residential Unit]	§§ 135, 136	Generally, either 100 sq. ft. if private, or 133 sq. ft. if common § 135(d)		
73X.XX	Off-Street Parking, Residential	§§ 150, 153—157, 159—160, 204.5	P up to one car for each unit; NP above. § 151.1, 166, 167, 145.1		
73X.XX	Community Residential Parking	§ 790.10	C	C	C

P = Permitted

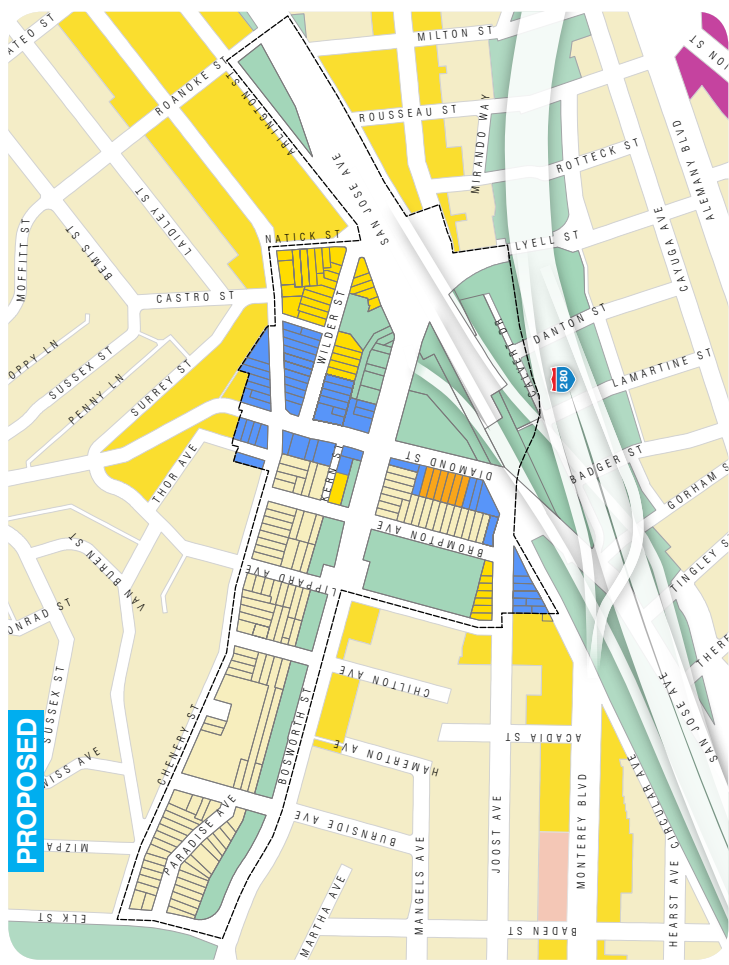
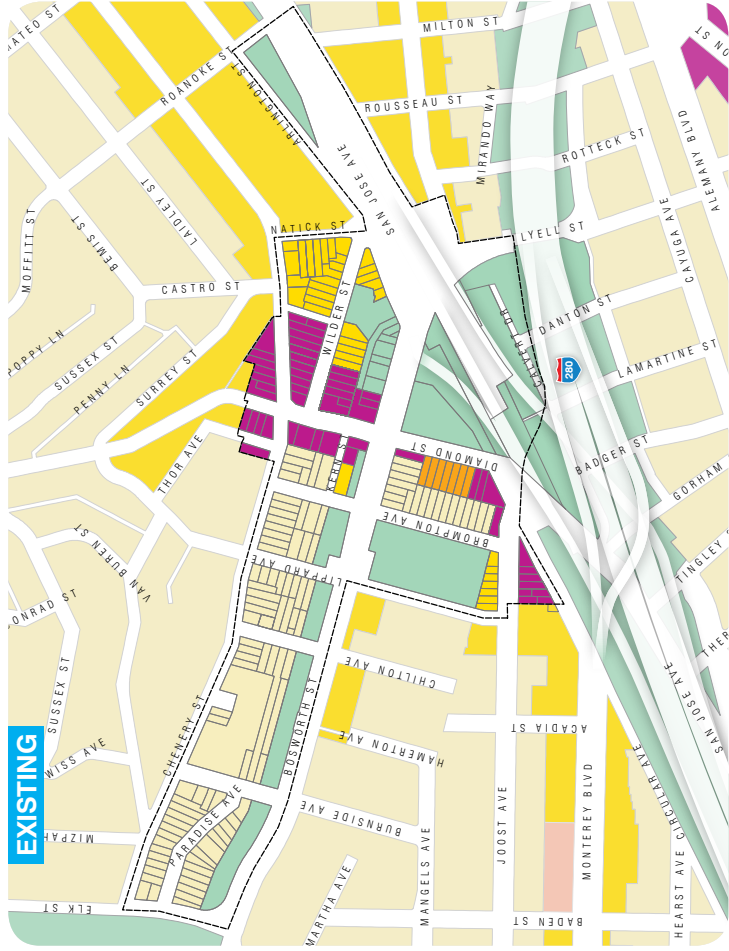
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Glen Park Community Plan Zoning Proposal

DRAFT FOR COMMUNITY DISCUSSION



Building heights in area currently set at 40 ft. max.

LAND USE DISTRICTS

- RH-1** Residential, one unit per lot
- RH-2** Residential, two units per lot
- RH-3** Residential, three units per lot
- RM-1** Low Density Residential, 1 unit per 800 sf
- NC-2** Neighborhood Commercial, small scale 2 commercial stories
- NC-T** Neighborhood Commercial Transit
- P** Public
- Glen Park Community Plan Boundary



What is Zoning?

Zoning determines what can be built and where. Each parcel of land in San Francisco has a zoning designation. This sets rules for what can and can not be developed. Zoning places limits on the types of land uses allowed, building heights, density, number of parking spaces, and more. The maps below show Glen Park's existing zoning and what is proposed under the Community Plan.

What is not changing?

No changes are proposed for the existing residential zoning (RH-1, RH-2, RH-3) shown in yellow. Also, no changes are proposed for the publicly zoned (P) properties including the Glen Park Elementary School, BART station and parking lot, and City owned parcels along Bosworth Street. A proposal for the rezoning of the BART lot to allow housing or commercial uses would need to come out of BART's upcoming planning process.

What is proposed to change?

The Plan does suggest updating the existing neighborhood commercial district (NC-2) with a Glen Park Neighborhood Commercial Transit district (NC-T). This new zoning district would reflect Glen Park's unique identity and proximity to transit. It would allow the following:

- Height increase of 5 feet in core commercial area to allow for inviting ground floor storefronts but not another floor of development.
- Flexibility in housing density and parking limits in the commercial core.
- Potential for commercial use controls tailored to the area.

Special controls would be developed that encourage certain commercial uses desired by the community. Also, one existing RH-3 parcel on Diamond Street is proposed for rezoning to NC-T to legalize a pre-existing commercial use.

What will the Plan contain?

The Glen Park Community Plan will include chapters on Transportation, Land Use, and Open Space. These will outline a set of objectives and policies to inform community improvements. An implementation document will accompany the Plan describing how and when (near, mid or long-term) improvements will be implemented and funded.



Land Use

Downtown Glen Park's neighborhood commercial district provides a dense mix of uses including small shops, restaurants, a grocery store and library. Any new buildings or major renovations should lead to the creation of attractive, pedestrian-friendly places to live, visit and shop in. Future development proposals should be created in concert with the community to ensure they support the context and character of the "village." Opportunities to preserve and strengthen this successful area include refining land use controls and implementing street and public realm improvements.



Open Space

Glen Park's proximity to Glen Canyon Park makes some of the best open space in the city available to neighborhood residents. The area's rich natural history includes one of the city's last free flowing creeks - Islais Creek. Opportunities to create additional public open space in downtown are also available.

Several unique open space opportunities exist that will be explored through the Plan.

- Greenway connection between downtown and Glen Canyon Park
- Honoring the area's watershed through signage, art installation or possible creek "daylighting" project
- Creation of new public gathering spaces in downtown



Transportation

The desirability of Glen Park is formed in large part by the neighborhood's strong transit and pedestrian-orientation. Glen Park is especially busy at rush hours with cars, buses, and pedestrians trying to get to/from the Glen Park commercial district, BART station, freeway, and surrounding neighborhoods. The City's Transit First Policy generally emphasizes the movement of pedestrians, bicyclists and public transit over private vehicles. The Community Plan recognizes Glen Park has a number of competing transportation modes that must be balanced to ensure the street network performs optimally for all and supports long-term goals.

Transportation projects supported under the Community Plan include:

- Redesign of the BART plaza
- "Village" pedestrian and streetscape improvements
- Traffic flow improvements at major intersections
- Traffic calming measures
- Improved transit connections



What is the Community Plan?

The Glen Park Community Plan is the product of a sustained community process to address issues and opportunities facing the neighborhood. The focus of the Plan is the "village" or downtown Glen Park. The Plan is NOT a redevelopment plan or a plan proposing major change. Instead, it concentrates on a few key issues and provides strategies to preserve and enhance the unique character and qualities that make Glen Park special.

The Plan will become official City policy providing long-term guidance to decision makers and public agencies

to ensure new infrastructure projects and land use changes are carried out with sensitivity to the neighborhood's concerns, needs and desires. The Plan directs the City to implement certain near-term projects as well as pursue a couple of larger future visions.

The Glen Park Community Plan is a joint effort between the Planning Department, San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC) and the larger Glen Park community.



Process/Timeline

The Planning Department and San Francisco Municipal Transportation Agency (SFMTA) have hosted community meetings and made presentations at a number of Glen Park Association meetings. Additional meetings will take place as we work with the neighborhood to refine the Plan. Final adoption of the plan is expected to take place in 2011.

How to Get Involved

For more information, please visit us on-line:
<http://glenpark.sfplanning.org>

or contact **Jon Swae** at
jon.swae@sfgov.org or **415.575.9069**
to be put on our mailing list and receive meeting updates



Nestled in a valley, Glen Park is marked by the steep topography of Glen Canyon, the small-scale nature of both buildings and streets, and an eclectic mix of housing styles.

The Village Center

The heart of Glen Park is what residents commonly refer to as the "village" or "downtown." This area encompasses the neighborhood commercial district along Diamond and Chenery Streets and the area surrounding the Glen Park BART station. The confluence of BART and Muni transit lines makes downtown Glen Park a major intermodal transit center for the neighborhood and the region. Over 9,000 transit riders access the area every day.

Why a Plan for Glen Park?

Glen Park faces a few key challenges to the neighborhood's function and livability. Addressing these issues and creating a stronger neighborhood are goals of the Glen Park Community Plan. The community planning process provides a rare opportunity to identify ways to improve and beautify the neighborhood.

Circulation Challenges

Glen Park is a small area that sits at the center of a major transportation interchange. Muni bus routes, freeway-bound traffic, large numbers of pedestrians, private employer shuttles, BART passengers and other local vehicle traffic all converge in downtown Glen Park. This creates rush hour congestion and hazards for pedestrians.

Mega Infrastructure

Massive public infrastructure projects of the 1960s and 70s significantly altered the fabric of Glen Park. The I-280 freeway and the freeway-like stretch of San Jose Avenue severed connections to surrounding neighborhoods, increased vehicle traffic and introduced infrastructure out of scale with the neighborhood's pedestrian-oriented buildings, homes and streets.

Development Uncertainty

The Glen Park neighborhood is largely built-out and will not face major new growth or development. However, a very limited number of sites exist that are likely to be developed at some point in the future. Guidance is needed to ensure future projects fit the form and character of the community.

◀ The Glen Park Community Plan explores a number of neighborhood improvements. Some of these are identified on this map.



Downtown Glen Park provides access to a unique variety of shops and services.



Past infrastructure projects secured Glen Park's place in the larger transportation network.



Morning traffic congestion builds as cars head towards the BART station and I-280 on-ramp.



Islais Creek once flowed freely through Glen Park.



Pedestrian safety and comfort are a priority in the "village."