

SAN FRANCISCO  
**PLANNING DEPARTMENT**

**SFMTA**

Municipal Transportation Agency

# Glen Park Community Plan

**PRESERVING & ENHANCING THE VILLAGE**

**PLANNING  
COMMISSION**

**THURSDAY  
02.24.2011**

# Glen Park Community Plan

**PRESERVING & ENHANCING THE VILLAGE**

## **AGENDA**

- History + Context
- Plan Package
- Community Process
- What's to Come

# Glen Park Community Plan

## BACKGROUND

2003



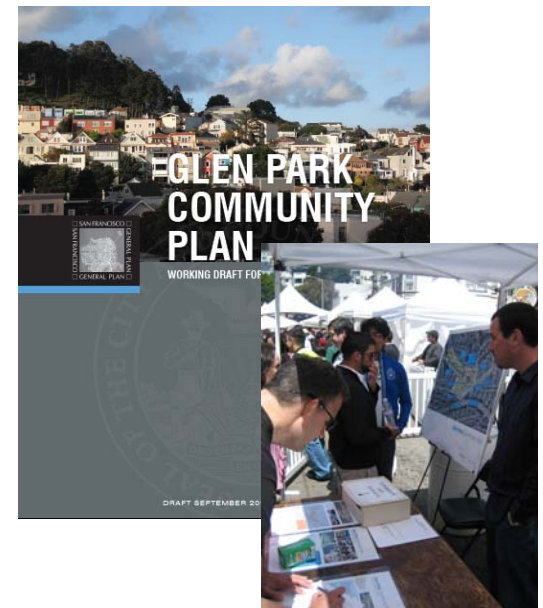
Draft  
Community Plan

2009 -10



Community  
Process & New  
Working Draft

2011

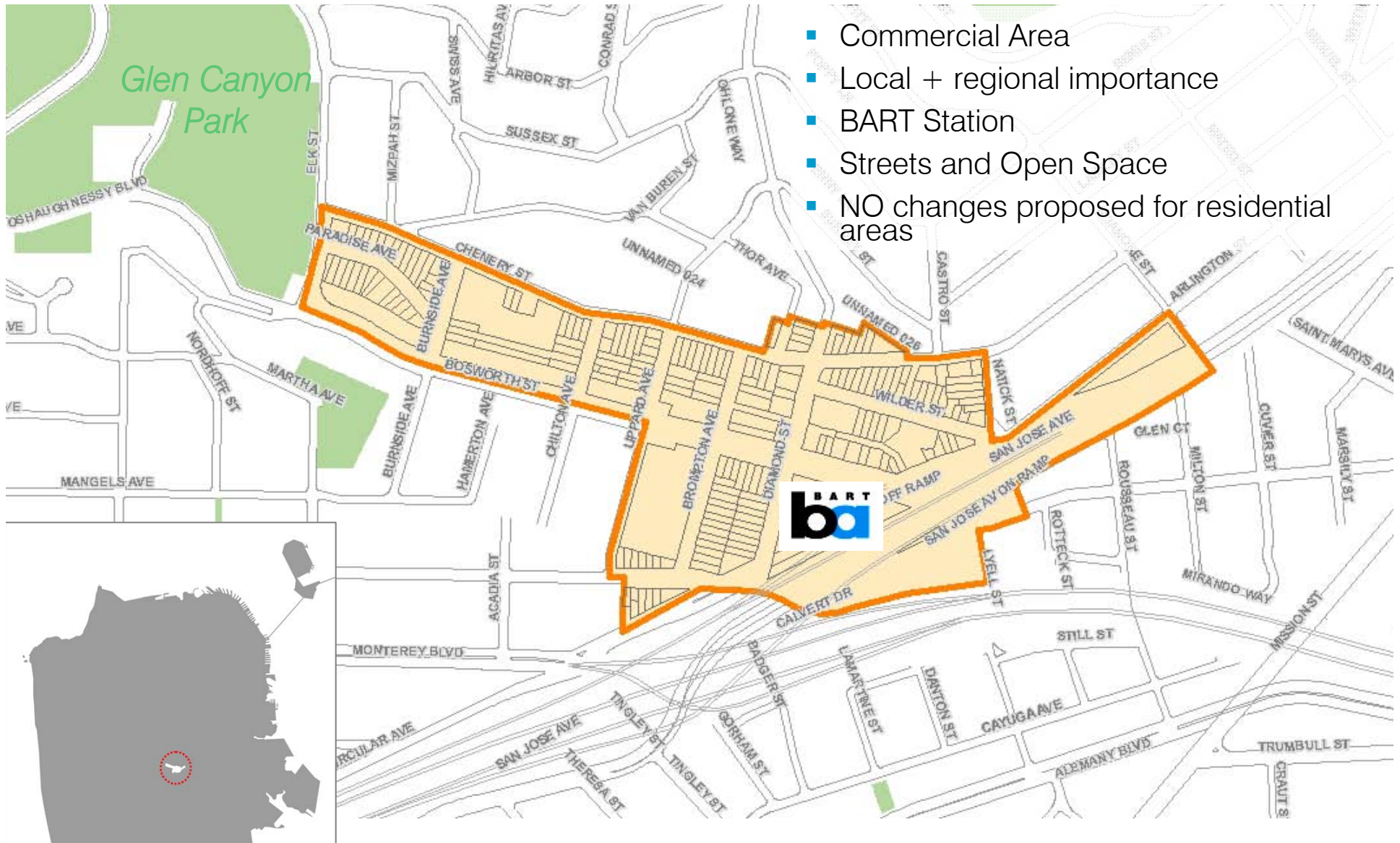


Plan Finalization &  
Adoption



# Glen Park Community Plan

## PLAN AREA







What makes Glen Park  
special?



## WHAT MAKES A VILLAGE?



Vibrant walkable “Village”

## Glen Park Community Plan

# WHAT MAKES A VILLAGE?



Human Scale



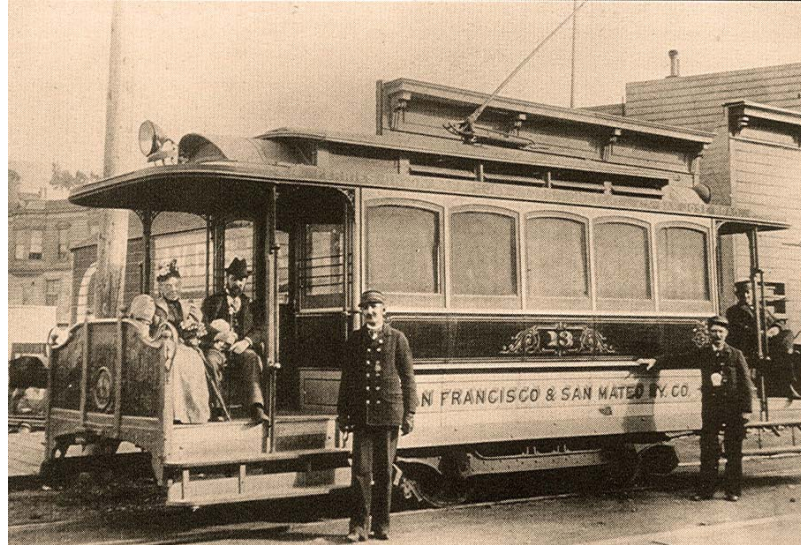
## WHAT MAKES A VILLAGE?



Proximity to Nature

## Glen Park Community Plan

# WHAT MAKES A VILLAGE?



Transportation Access



## Glen Park Community Plan

# WHAT MAKES A VILLAGE?



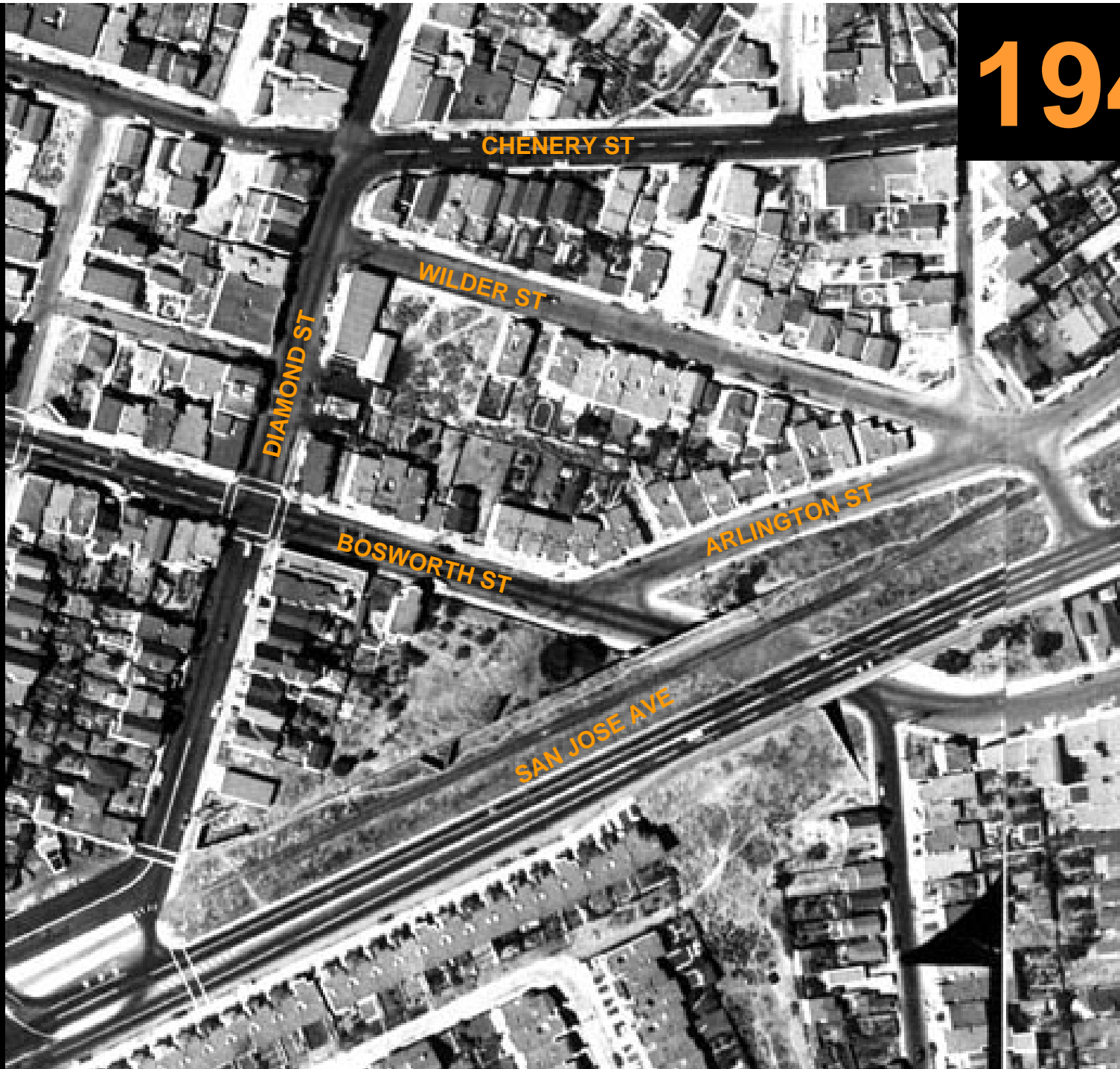
Strong Community



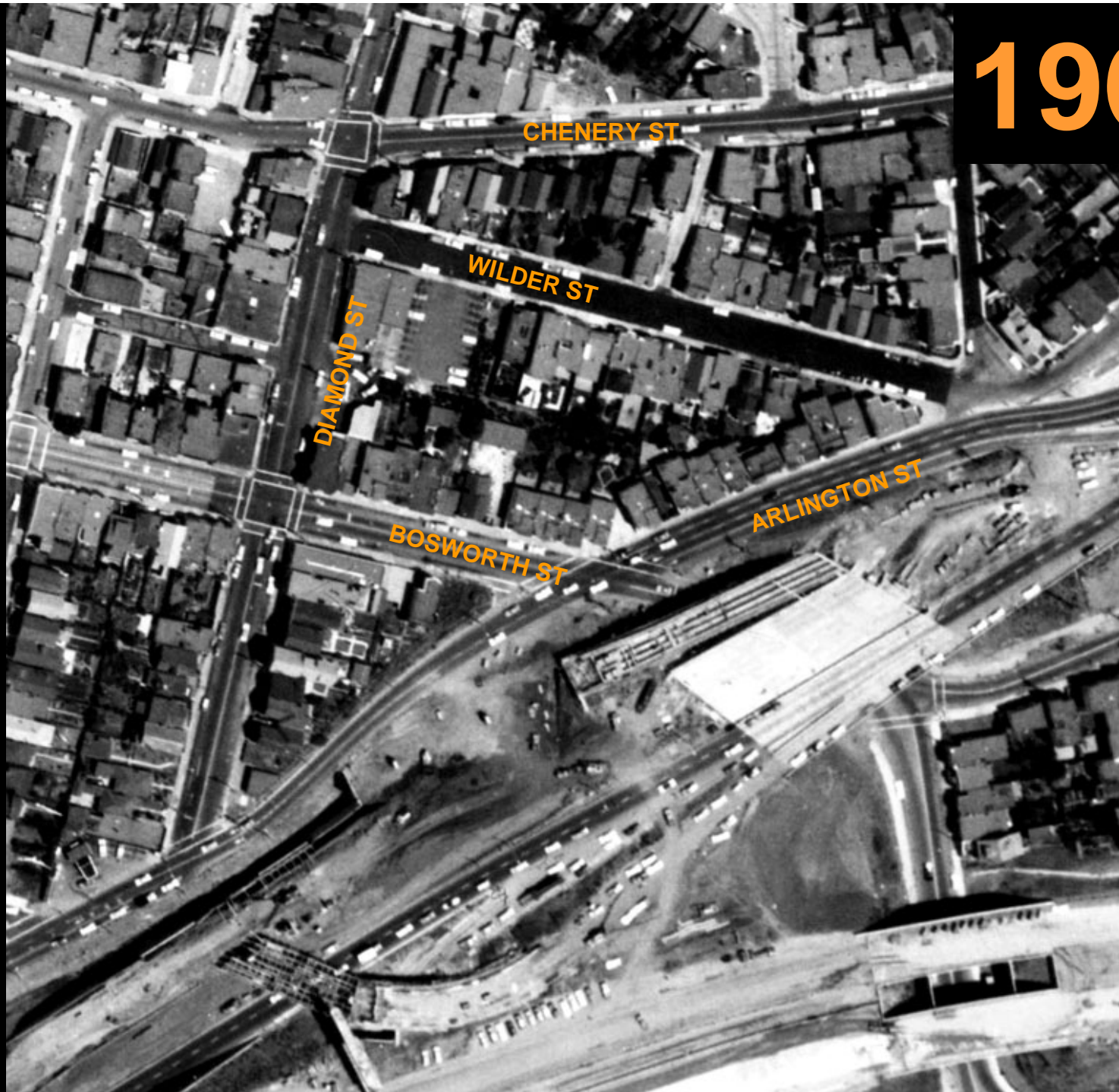
## **Glen Park** Community Plan

Little Switzerland

# 1948



# 1964





# 2010





# What challenges face Glen Park?





## Glen Park Community Plan

# KEY ISSUES



## Transportation & Circulation



## Glen Park Community Plan

### KEY ISSUES



Transportation  
& Circulation



Mega  
Infrastructure

## Glen Park Community Plan

### KEY ISSUES



Transportation  
& Circulation



Mega  
Infrastructure



Development  
Concerns



## Glen Park Community Plan

# TRANSPORTATION & CIRCULATION

- Small area - lots of movement
- 18,000 transit riders per day
- Narrow streets
- Pedestrian safety
- Congestion
- Parking availability





## MEGA INFRASTRUCTURE

- Convenient access
- Traffic
- Pedestrian safety
- Neighborhood barriers
- Impact livability



BART (1973)



Southern Freeway (I-280) 1966





1925  
Bernal Cut & Southern Pacific Railroad



1929

Widening of Bernal Cut for auto route





2010  
San Jose Avenue - unrealized Mission Freeway



## Glen Park Community Plan

# DEVELOPMENT CONCERNS

- Glen Park largely built out
- Few development opportunities
- Past & current interest
- Further planning discussions





## PLAN 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 negative impacts** *of past large-scale infrastructure projects on the community.*

# Glen Park Community Plan

*Glen Park Community Plan*

## Plan Package

Мини-рендерформа RenderCube — это уникальное, не имеющее аналогов, решение. В компактном корпусе собраны мощная система из четырех объединенных узлов. В конфигурацию мини-рендерформы RenderCube входит встроенный монитор, клавиатура и TouchPad, что, при необходимости, обеспечит быстрый доступ к любому из узлов для контроля выполнения работ. Встроенный источник бесперебойного питания обеспечит стабильную надежную работу, а также обеспечит сохранность данных. Эффективная и такая система окладная позволяет системе работать в течение 24 часов в сутки не обременяя пользователя излишним шумом.

- **Policy Framework**
- **Zoning**
- **Implementation Program**

TABLE OF CONTENTS



## Land Use & Urban Design

Protect and strengthen what makes  
Glen Park special  
Concentrate commercial activity  
Update zoning to reinforce character  
Streetscape and public realm

Ensure compatibility of new development  
Involve community  
Consider housing and commercial  
opportunities  
BART parking lot  
N'hood pattern

Recognize historic buildings  
Treat proposal with sensitivity  
Protect from adverse alteration or  
demolition



## Transportation

Create safe streets for walking + public life  
Ped & streetscape improvements  
Curb cut prohibitions on key streets

Restore local importance of streets  
Traffic calming  
San Jose Avenue

Improve transit + bike access  
SF Bike Plan / bike parking  
ADA accessibility  
BART plaza redesign

Optimize on-street parking

Sustain local/regional transit center  
TEP recommendations  
Curb space at station  
Capital investment decisions

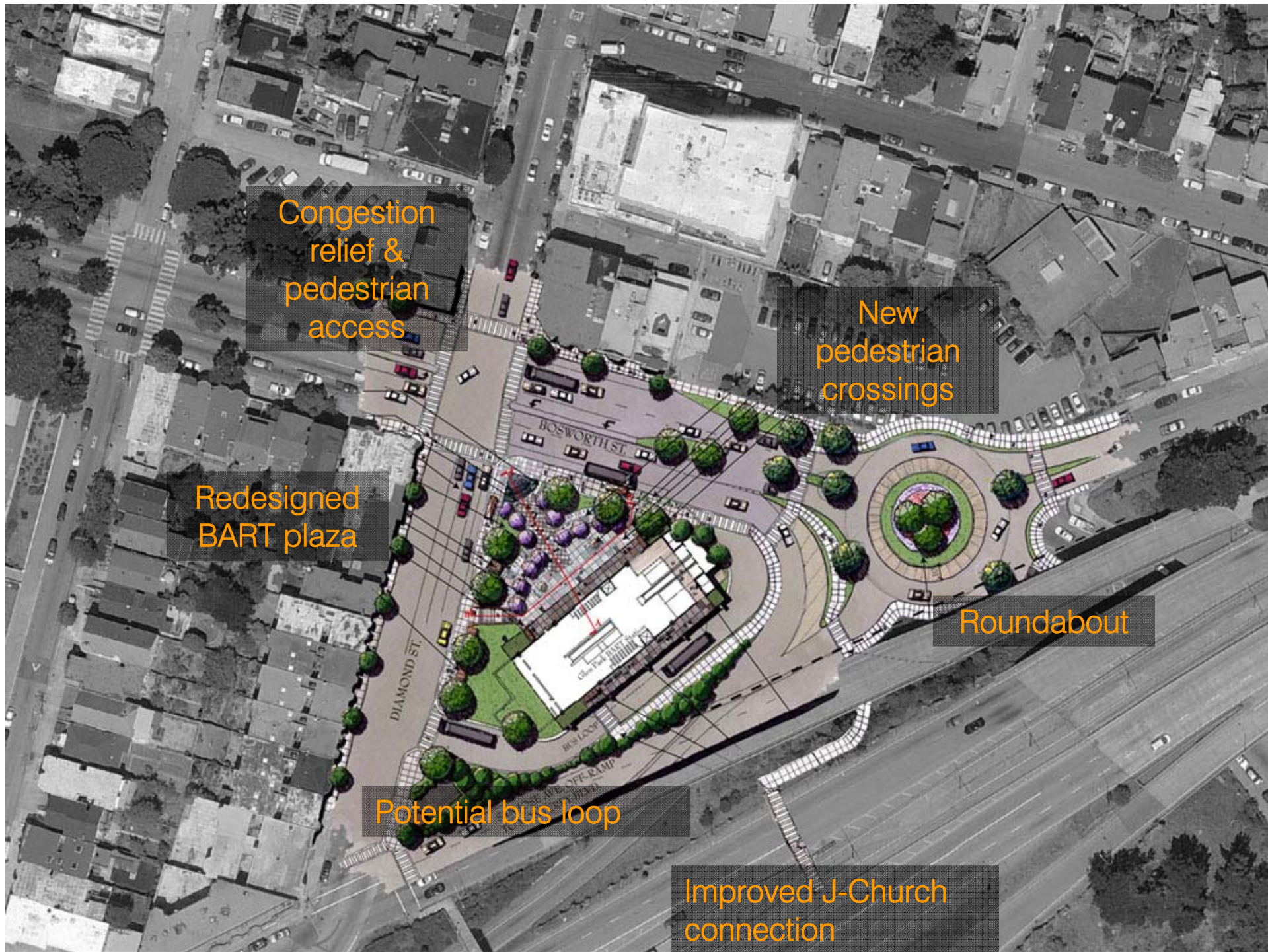
Address traffic congestion  
Key intersections











Congestion  
relief &  
pedestrian  
access

New  
pedestrian  
crossings

Redesigned  
BART plaza

Roundabout

Potential bus loop

Improved J-Church  
connection



# San Jose Avenue





# San Jose Avenue



J-Church  
realignment

Bosworth  
overpass?

Near-term  
traffic calming

Restore  
neighborhood  
connections



## Open Space

Maintain and improve unique mix of open space

Greenway connection

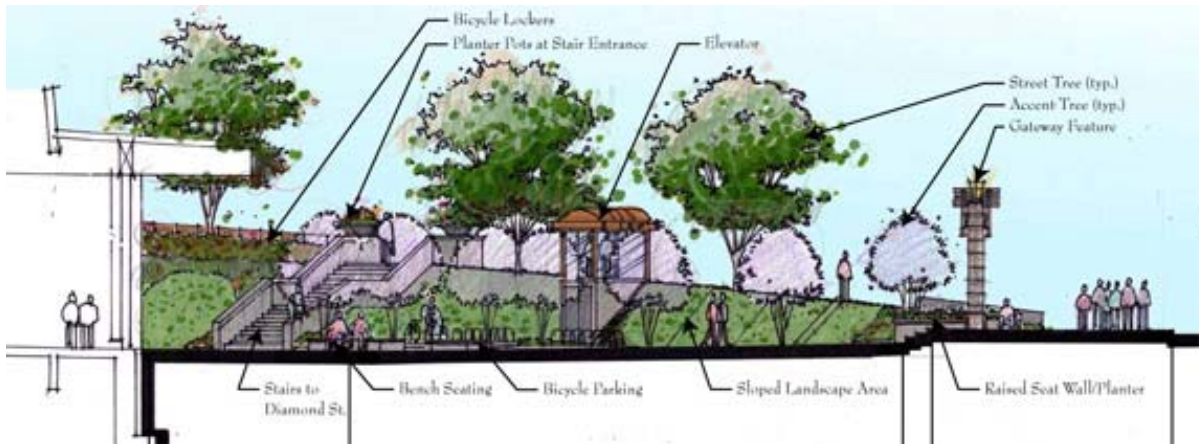
Kern Street & BART plazas

Reclaimed street space

Islais Creek?



## Open Space



BART Plaza Redesign



Parklet

Glen Park  
Greenway





The background of the slide is a grayscale map of a city, likely San Francisco, showing various zoning districts. The map is overlaid with a blue grid pattern. The title 'Zoning Proposal' is centered in white text. In the top left corner, the text 'ZONING MAP' is visible, and in the top right corner, the text 'ZONING DISTRICTS' is visible.

# Zoning Proposal



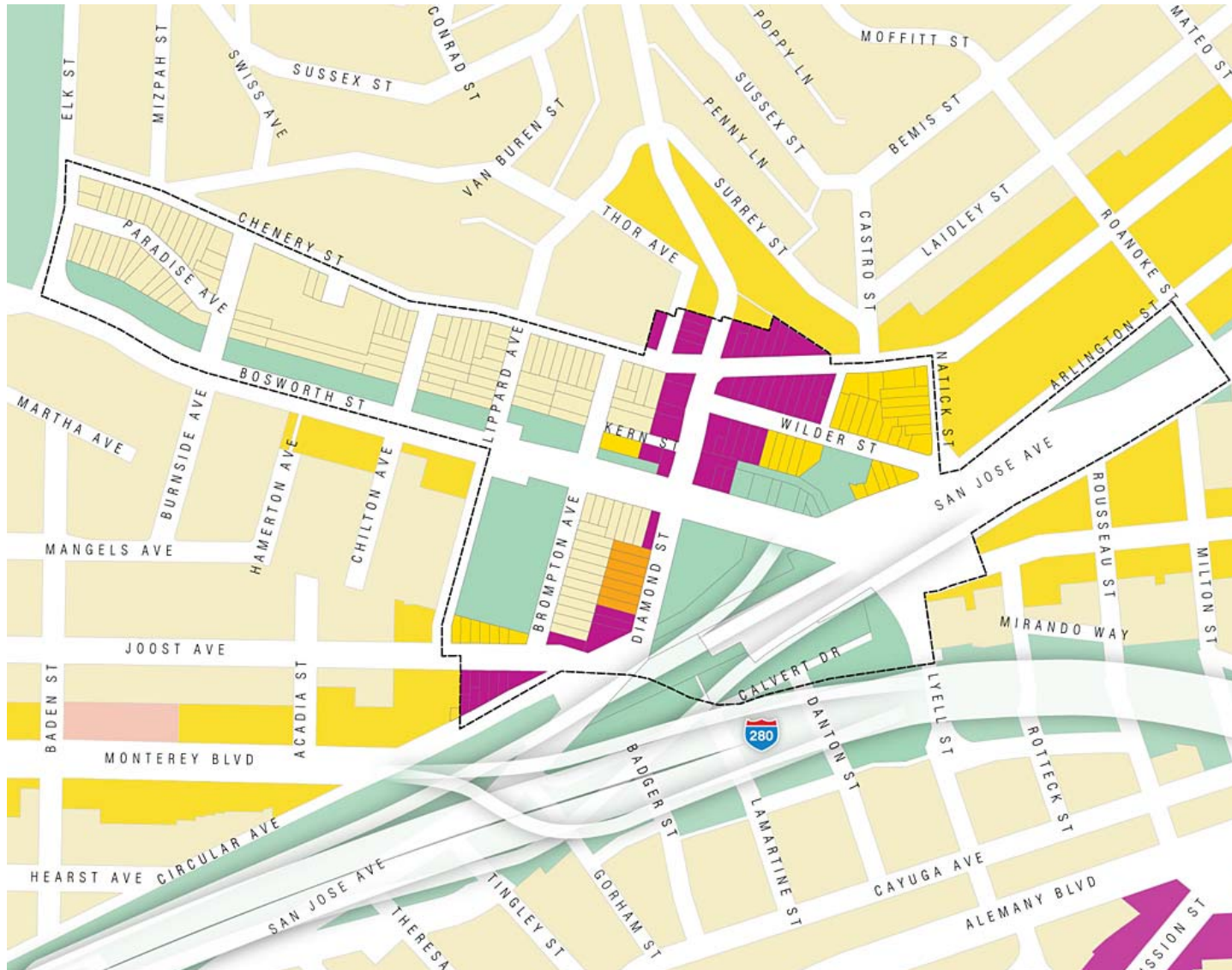






# Glen Park Community Plan

## ZONING



### 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

Height limit: 40'

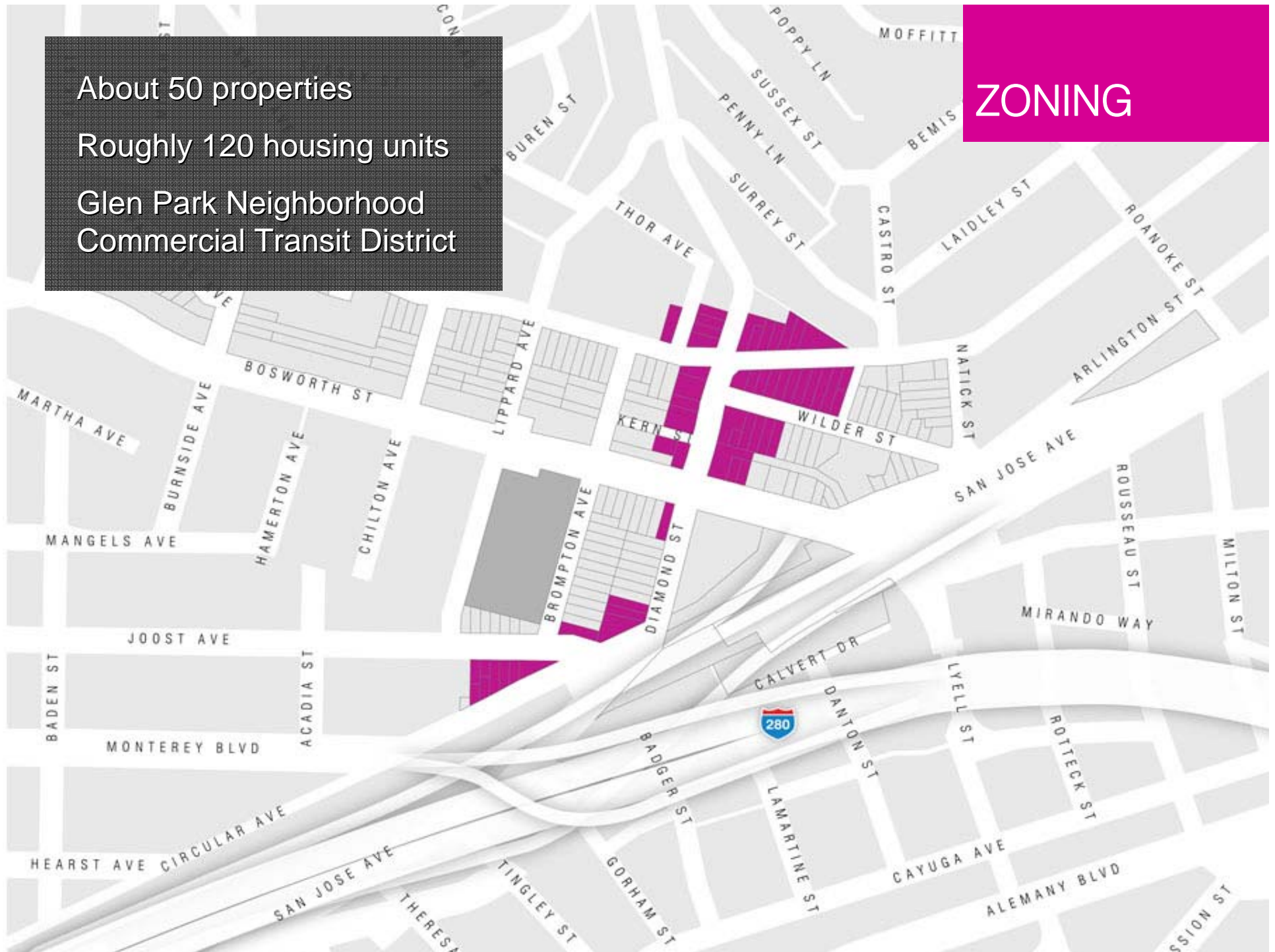


About 50 properties

Roughly 120 housing units

Glen Park Neighborhood  
Commercial Transit District

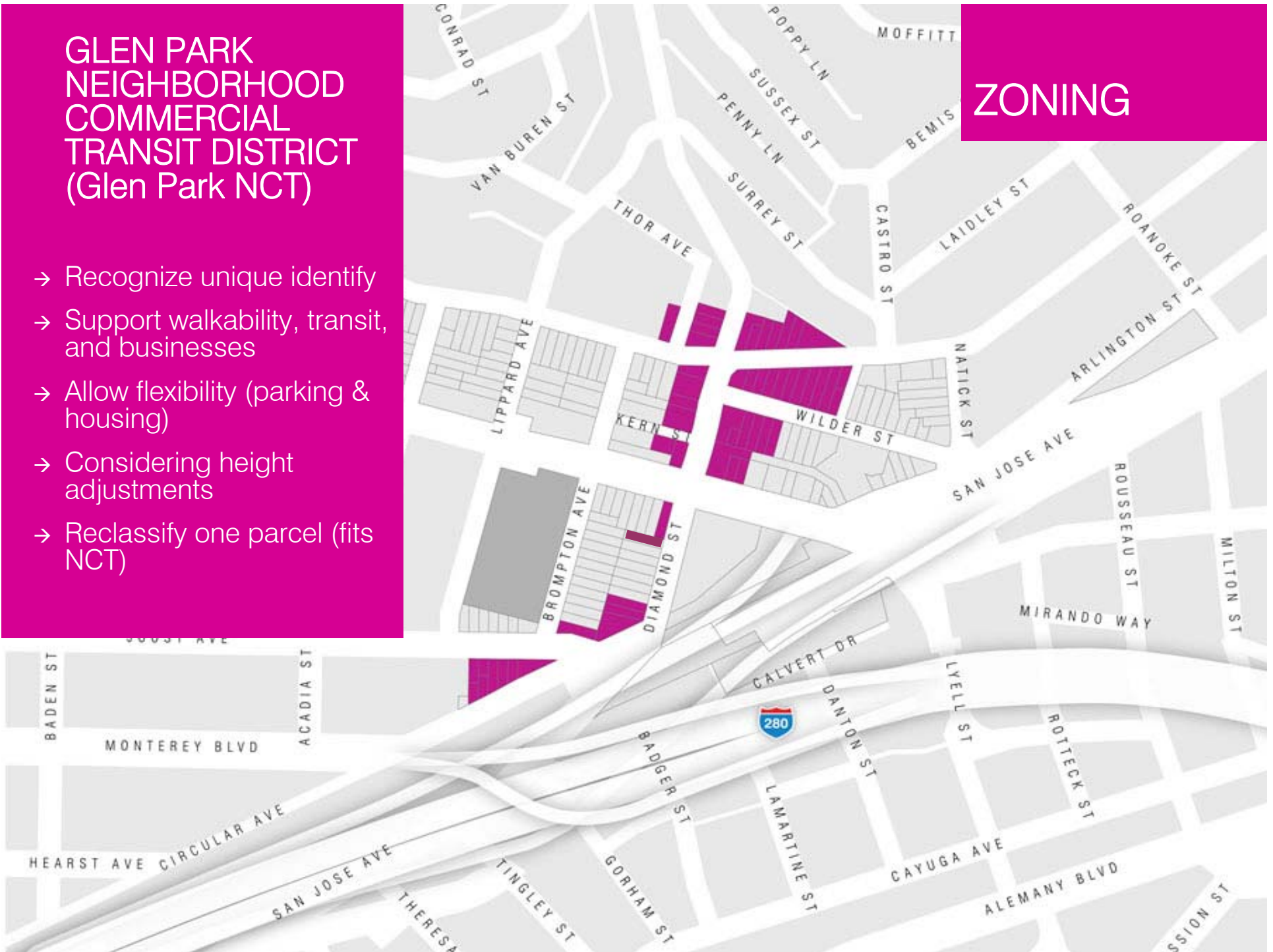
ZONING



## GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT (Glen Park NCT)

- Recognize unique identity
- Support walkability, transit, and businesses
- Allow flexibility (parking & housing)
- Considering height adjustments
- Reclassify one parcel (fits NCT)

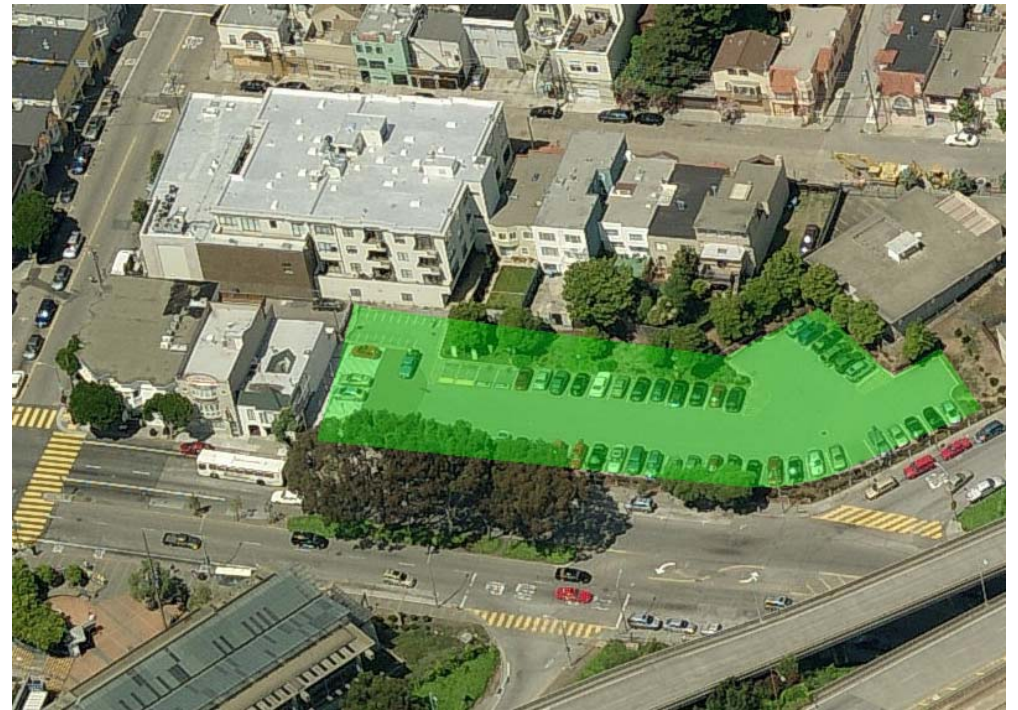
## ZONING





## BART parking lot

- BART owned
- Zoned for public use ( P )
- Plan considers for mixed-use
- Highly controversial
- Development feasibility ?'s
- BART community process





A large group of people are gathered in a meeting room, seated around a long table. The room has a grid-like pattern on the wall. The word "Implementation" is overlaid in white text on the left side of the image.

# Implementation



## Implementation

- Plan follow up
- City/regional agency coordination
- \$3.4M capital funds
- No impact fees

	Project	Action	Key Agency	Timeframe Potential	Funding Source
TRANSPORTATION	Pedestrian Improvements	Prioritize and proceed with implementation of pedestrian street improvements: <ul style="list-style-type: none"> <li>General pedestrian/streetscape improvements including benches, newsrack consolidation, bulbouts, sidewalk widening, and street tree planting</li> <li>Bosworth and Diamond Streets intersection: pedestrian "scramble" signal phase, special paving, high-visibility crosswalks, bulb outs, widened sidewalks, and reconfiguration of BART plaza entrance</li> <li>San Jose Avenue &amp; I-280 underpass: high-intensity lighting, ornamental street lamps, or wall-mounted art</li> <li>New Bosworth Street pedestrian crossings: Lyell, Arlington and Lippard Streets</li> </ul>	SFMTA, Planning, DPW	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
	Bicycle Network projects	Implement Glen Park bicycle projects as identified in San Francisco Bicycle Plan including: <ul style="list-style-type: none"> <li>Lyell Street bike lanes</li> <li>Bosworth St. bike lanes btw. Diamond and Rotteck</li> <li>Bike Lanes on Monterey Blvd on and off ramp bike lanes from San Jose Avenue</li> <li>Arlington Street shared lane bike markings ("sharrows")</li> </ul>	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	Implement Transit Effectiveness Project (TEP) routing changes: <ul style="list-style-type: none"> <li>35-Eureka extension to BART Station</li> <li>38-Teresita route adjustments</li> </ul>	SFMTA	In Process	SFMTA
	Transit capital investments	Prioritize and implement transit capital projects. Projects may include: <ul style="list-style-type: none"> <li>One-way bus loop along the south and east facades of BART station</li> <li>Relocation of private shuttles to Diamond Street</li> <li>Muni transit stop adjustments on Bosworth &amp; Diamond Streets</li> <li>Reconstructed pedestrian bridge with accessible ramp from J-Church platform</li> <li>Signalized, at-grade pedestrian crossing of San Jose Ave to J-Church platform</li> </ul>	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	Prioritize and implement traffic calming and vehicle circulation projects. Projects may include: <ul style="list-style-type: none"> <li>Pedestrian bulb-outs and expanded traffic island at Joost/Monterey Blvd intersection</li> <li>Pedestrian bulb-outs at Arlington/Wilder Street intersection</li> <li>Speed tables, narrowed lanes on Bosworth St. under San Jose Ave.</li> <li>Roundabout intersection at Bosworth/Arlington Streets</li> <li>Concurrent left-turn signal phase on Diamond Street</li> <li>Curb parking restrictions to improve capacity</li> <li>Traffic signal w/ crosswalks at Bosworth/Liell</li> </ul>	SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, SFMTA Traffic Calming Program

## Community Process

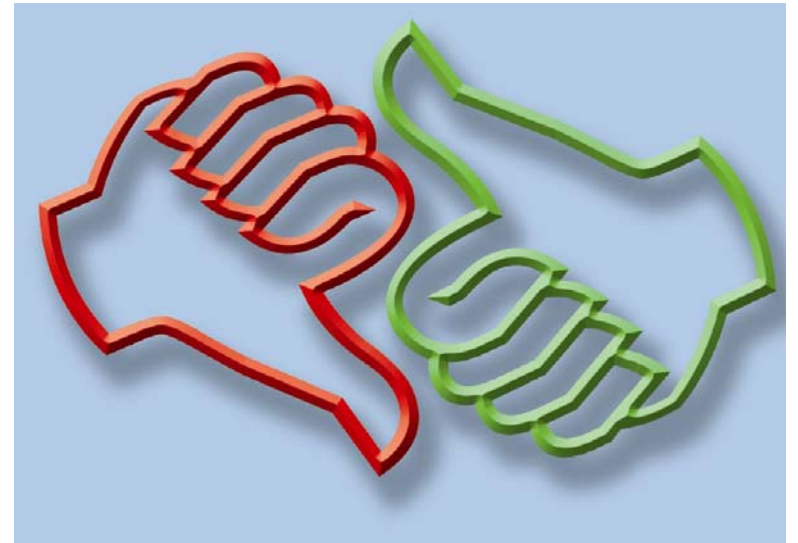
- Workshops, office hours, n'hood assoc, other agencies
- Community actively involved
- Variety of opinions
- Great care for neighborhood
- Not agreement on everything
- Generally support a Plan
- Considering changes





## Community Feedback

- General Support for plan
- Not agreement on all pieces
- Pedestrians
- Transportation
- Parking
- BART parking lot
- Islais Creek
- Impact on surrounding n'hoods



## **NEXT STEPS**



### **Community Plan**

- Planning Commission Informational Briefing (Feb)
- Plan refinement continues
- Project prioritization
- Revised Plan Package & Workshops (Spring/Summer)
- Plan Adoption Hearings (Fall 2011)

### **Environmental Impact Report (EIR)**

- Draft EIR (March)
- 45 day public comment period
- Planning Commission & Historic Preservation Commission (April)
- EIR certification (Fall 2011)



An aerial photograph of a city, likely San Francisco, viewed from a high angle. The image is overlaid with a semi-transparent blue filter and a fine halftone dot pattern. The text 'Commission Discussion' is centered in white.

# Commission Discussion



An aerial photograph of a city planning project. The image shows a mix of existing urban structures and new proposed developments. A blue semi-transparent box in the upper right corner contains contact information for Jon Swae. The proposed developments include several large, rectangular, light-brown buildings, a central dark grey building, and a modern building with a curved, glass facade near a highway at the bottom. The area is interspersed with green spaces, trees, and parking lots. The background shows existing city blocks with various buildings and streets.

Jon Swae

Planning Department

575-9069, [jon.swae@sfgov.org](mailto:jon.swae@sfgov.org)

<http://glenpark.sfplanning.org>