Glen Park Community Plan

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
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PLAN AREA

- Commercial Area
- Local + regional importance
- BART Station
- Streets and Open Space
- NO changes proposed for residential areas
What makes Glen Park special?
Glen Park Community Plan

WHAT MAKES A VILLAGE?

Vibrant walkable “Village”
Glen Park Community Plan

WHAT MAKES A VILLAGE?

Human Scale
WHAT MAKES A VILLAGE?

Proximity to Nature
WHAT MAKES A VILLAGE?

Transportation Access
Glen Park Community Plan

WHAT MAKES A VILLAGE?

Strong Community
Little Switzerland
What challenges face Glen Park?
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KEY ISSUES

Transportation & Circulation
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KEY ISSUES

Transportation & Circulation

Mega Infrastructure
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KEY ISSUES

Transportation & Circulation

Mega Infrastructure

Development Concerns

BART?

Parking?
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
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.
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

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

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

Address traffic congestion
Key intersections

Restore local importance of streets
Traffic calming
San Jose Avenue

Optimize on-street parking
WHAT IS A PLAN?

- Diamond & Bosworth

POLICY

FRAMEWORK

- Potential bus loop
- Improved J-Church connection
- Roundabout
- New pedestrian crossings
- Redesigned BART plaza
- Congestion relief & pedestrian access
- Improved J-Church connection
- New pedestrian crossings
- Redesigned BART plaza
- Congestion relief & pedestrian access
WHAT IS A PLAN?

Transportation Policy Framework

San Jose Avenue

Restore neighborhood connections

J-Church realignment

Near-term traffic calming

Bosworth overpass?
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
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

Height limit: 40’
About 50 properties
Roughly 120 housing units
Glen Park Neighborhood
Commercial Transit District
GLEN PARK
NEIGHBORHOOD
COMMERCIAL
TRANSIT DISTRICT
(Glen Park NCT)

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

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

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

#### Transportation

<table>
<thead>
<tr>
<th>Project</th>
<th>Action</th>
<th>Key Agency</th>
<th>Timeframe</th>
<th>Funding Source</th>
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</table>
| Pedestrian Improvements | Prioritize and proceed with implementation of pedestrian street improvements:  
- General pedestrian infrastructure improvements including bicycle facilities, sidewalk, crosswalk, bulbouts, sidewalk widening, and street tree planting  
- Bosworth and Diamond Streets intersection: pedestrian “scramble” signal phase, pedestrian crosswalk, high-visibility crosswalk, bulb outs, widened sidewalks, and reconfiguration of BART crossing entrance  
- San Jose Avenue & I-280 underpass: high-intensity lighting, ornamental street lamps, or walk-mounted art  
- New Bosworth Street pedestrian crossings: Lyell, Arlington and Lippard Streets | SPMTA, Planning, DFV | 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:  
- Lyell Street bike lanes  
- Bosworth St. bike lanes btw Diamond and Potrero  
- Bike lanes on Monterey Blvd on and off ramp bike lanes from San Jose Avenue  
- Arlington Street shared lane bike markings (shadowed) | SPMTA | Near-term (1-5 years) | Funded |
| Bicycle Parking | Install additional bicycle where needed near commercial area, BART, and Glen Canyon Park | SPMTA, BART | Near-term (1-5 years) | State, regional, federal grants, SPMTA bike program |
| Transit Service Adjustments | Implement Transit Effectiveness Project (TEP) routing changes:  
- 35-Surcosa extension to BART Station  
- 38-Tawapa route adjustments | SPMTA | In Process | SPMTA |
| Transit capital investments | Prioritize and implement transit capital projects. Projects may include:  
- One-way bus lane 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  
- Signage, markings pedestrian crossing of San Jose Ave to J-Church platform | SPMTA, BART | Mid-term (5-10 years) | State, regional, federal grants, SPMTA, BART, Prop K sales tax |
| BART Plaza Reconstruction | Design and construct reconfigured BART plaza | BART, SPMTA, 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:  
- Pedestrian bulb-outs and expanded traffic island at 24th/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 street improvements at Bosworth/Canyon | SPMTA, Planning | Mid-term (5-10 years) | State, regional, federal grants, SPMTA 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
**Glen Park Community Plan**

**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)
Commission Discussion