

Glen Park

COMMUNITY PLAN SUMMARY



November 2003

DRAFT



San Francisco Planning Department
in partnership with Caltrans, BART, and the San Francisco Public Library

EDAW

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November 2003

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I. Introduction

In a series of intensive planning workshops held at the Glen Park Elementary School in June and July 2003, neighbors, local merchants, agency decision-makers and planners came together to create a preliminary community plan for Glen Park. The San Francisco Planning Department lead the effort, and Caltrans, BART, and the San Francisco Public Library provided funding for the workshops and were highly involved in planning. Consultants in planning, economics, and transportation provided technical expertise.

During a week-long planning workshop, neighbors worked diligently to address the goals of the plan, which were established by the community at the start of the planning process, to resolve existing traffic, transit and parking problems, improve connections and pedestrian safety, enhance local business vitality, and explore ways of retaining the beloved “village” feel of Glen Park in the face of change. Each of the three major events drew over 80 highly engaged participants.

This report presents the results of the Glen Park community planning workshops. The draft “Community Plan” described in this report will serve as a framework for change in city and regional policy that will guide future development proposals and become a tool for the neighborhood to enhance its unique community character. In addition, the plan identifies specific public improvements and recommendations for traffic calming measures, on-street parking adjustments, streetscape enhancements, and formal greenway connections.

Implementation of the plan will require ongoing coordination with several public departments and agencies and the community’s commitment to its fulfillment. Many of the recommended projects will require additional planning, funding, and environmental review before they can be constructed. This plan can be the first step toward finding funding and orchestrating agency coordination to make these projects a reality.



Community members discuss traffic with transportation planner

A. Glen Park Planning Background

The Glen Park Community Plan is one of several planning efforts underway in the City's transit-served neighborhoods. Glen Park with its BART station is a piece of the Citywide Action Plan to meet the need for housing and jobs (See CAP Sidebar on page 29). The Glen Park Community Planning effort seeks to make Glen Park a better place to live and to help Glen Park function better for transit. The long-standing interest in a neighborhood planning effort for Glen Park increased in response to the 1998 fire that destroyed the local grocery. After the fire, the Planning Department identified grant partners and was awarded a Caltrans grant in mid-2002. After many unavoidable delays, the community planning was started and has culminated in the plan to give the Glen Park community the tools it needs to guide future development in keeping with the neighborhood's values.

1. Study Area

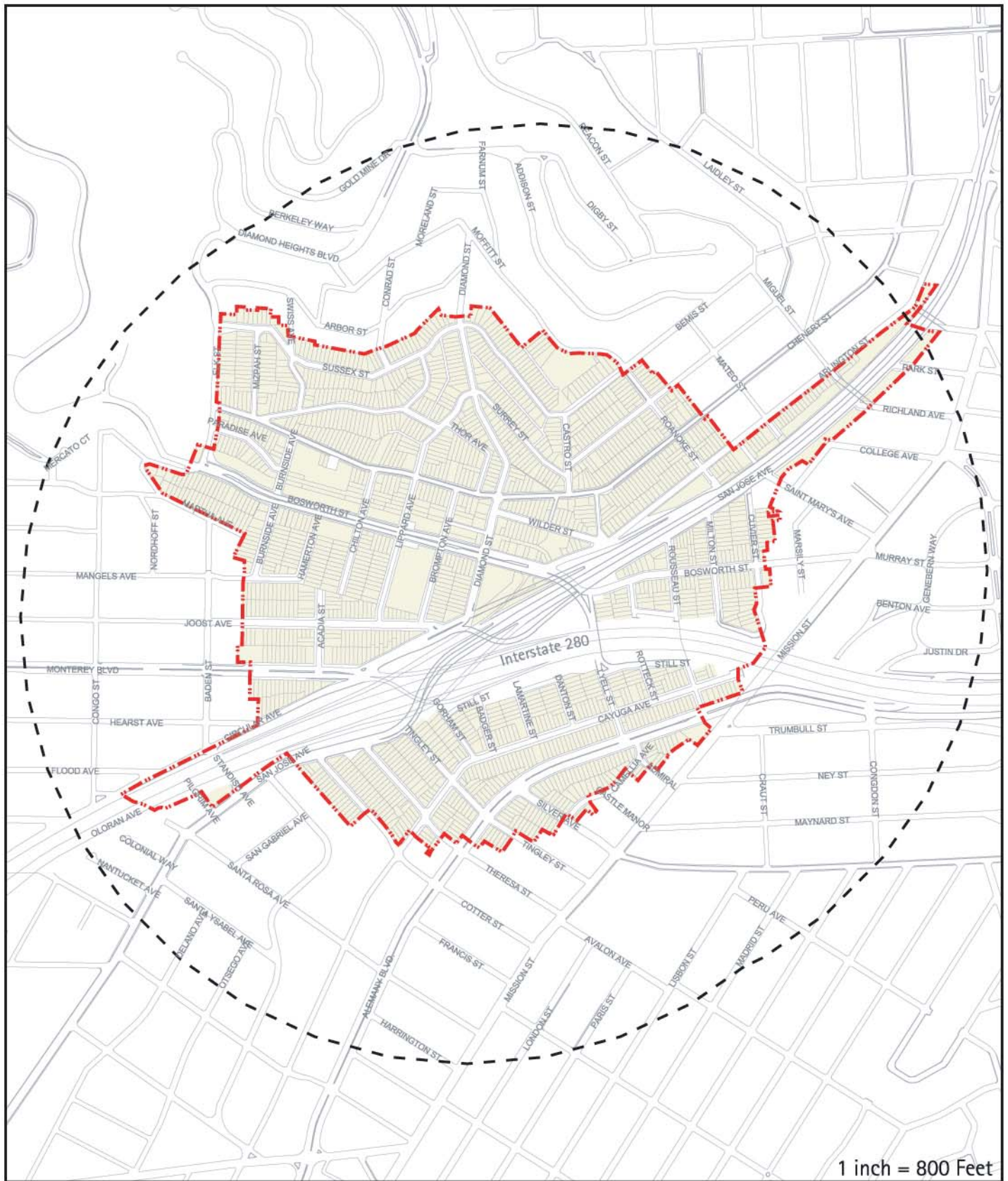
The study area – known to residents as “the village” or “downtown” – includes Glen Park's commercial district, the BART station area, nearby streets and public open spaces. The study area generally includes areas within a quarter mile radius of the BART station, but includes extensions of the street network and public spaces to a half mile from the station. The plan's recommendations focus on the “downtown” commercial core area and publicly-owned land in the study area. Although no specific recommendations are made for the surrounding residential neighborhoods, this plan supports their unique neighborhood qualities and character, and ultimately strives to improve the public realm and public services for those neighborhoods. Conversely, a healthy stable residential sector is also important in supporting the local commercial district.



The commercial district in the heart of Glen Park


2. Existing Conditions

An existing conditions memorandum was produced in June 2003 in preparation for the planning workshops. The memo provides an overview of the neighborhood, existing issues to resolve and opportunities relevant to planning in the Glen Park neighborhood. The memo is available at the Glen Park Branch Library, the Planning Department, and on the Glen Park Community Planning website at <http://www.sfgov.org/planning/citywide/glenpark.htm>.



Source: City of San Francisco 2003

LEGEND

 Project Study Area


 1/2 Mile Radius from BART

Figure I: Study Area

Glen Park Community Plan



B. Community Participation



Community's team members discuss neighborhood-wide opportunities and issues

Over 100 community members participated in the various planning workshops and events over the course of the week, with many people taking the time to attend multiple events. The benefit of holding an intensive week-long session *in* the neighborhood was multifold: 1) to generate excitement and momentum for the planning process, 2) allow planners and community members to learn from each other, 3) have the issues immediately at hand, 4) create an avenue for continuous feedback from people who live and work in Glen Park, 5) gather key agencies and interests groups together to create a cohesive long-term vision for the neighborhood, and 6) allow the planning team to establish first-hand knowledge and understanding of the neighborhood.

In addition to a week-long open studio, four formal community events were held at the Glen Park Elementary School in June and July, 2003. During the planning sessions, community members worked side-by-side with city planners to identify problems or issues to be fixed, as well as qualities they love about Glen Park and want to enhance. Over the course of the planning workshops they evaluated numerous creative ideas and possible solutions.

1. Community Goals Meeting: June 26, 2003

The purpose of the Community Goals Meeting was to inform the community about the upcoming week-long workshop and to identify measurable goals for the plan. The planning team was introduced and preliminary existing conditions analyses were presented to the community. This meeting set the focus for the week-long planning workshops.

2. Week-Long Open Studio: July 17-23, 2003

A temporary "studio" was set up in the Glen Park Elementary School auditorium for a week from July 17-23. All meetings, discussions, sketches and plans were conducted at this studio. The public was invited to drop in during the planning team working sessions to comment as the different elements of the plan took shape. Maps, drawings and sketches from the community events and planning work sessions were displayed. In addition, every evening around 5:30 pm, there was an informal critique and summary of the work that had been completed that day.

Working in the neighborhood was invaluable to the planners and city staff. It provided the opportunity to explore the neighborhood with community members, and to investigate questions brought up during the week. Neighborhood “walkabouts” and tours were held so planners could see first-hand issues raised by the community. Being able to talk with community members throughout the day kept the planners on track with neighborhood desires and helped forge important relationships with community members. Neighbors could stop by and discuss questions or issues on a one-to-one basis with consultants and city staff. They could better understand why decisions were being made and how their comments were incorporated into the plan. The experience helped to build momentum, interest, trust, and understanding in the fast-paced process.



An early morning traffic walkabout

3. Workshop Kick-off Meeting: July 17, 2003

At the week’s kick-off community event, participants reviewed the community goals derived from the previous workshop, discussed issues and opportunities in the neighborhood, and worked in small groups on a site plan to describe their specific ideas and suggestion for neighborhood improvements. Comment forms were distributed for those who wished to take more time to write or sketch ideas.

4. All-day Saturday Workshop: July 19, 2003

At the all-day Saturday workshop, participants reviewed the consensus points and common strategies for meeting the planning goals, derived from the previous workshop. The planning team presented their findings and conclusions to date and introduced possible solutions for the group to consider.

The community worked in small groups to discuss the land use activities and urban design and transportation concepts presented, and to modify solutions as appropriate. These discussions were lively and productive, but ran long, so the last afternoon session was rescheduled for the following Monday evening studio critique. Community members returned on Monday to discuss streetscape improvements and a greenway connection to Glen Canyon Park from the Glen Park village.



Community members discuss land use issues



5. *Presenting the Plan: July 23, 2003*

The week-long workshop culminated in the presentation of the preliminary community plan and implementation strategy back to the community. The planning team presented circulation and parking, land use/urban design, and open space frameworks for the neighborhood, each with short-term, mid-term and long-term projects identified.

The framework elements and specific projects were informed by and incorporated many of the ideas and suggestions given by community members during the previous workshops. The evening concluded with a question-and-answer period and informal discussions between the community and the team. City staff outlined next steps for public involvement in the community planning process and implementation of the specific projects outlined in the plan. The various elements of the plan are described in detail in the “Community Plan” section of this report.



Local agencies discuss San José Avenue

C. **Agency Participation**

During the week, state, regional and city agency representatives met with planners to discuss opportunities and constraints and to evaluate suggested solutions. Agency representatives included staff from BART, Caltrans, the San Francisco Public Library, the Municipal Transportation Authority (MTA) (which includes the Department of Parking and Traffic (DPT), Muni, and the San Francisco Parking Authority), the San Francisco County Transportation Authority (SFCTA), Recreation and Park Department, the San Francisco Public Utilities Commission (SFPUC), and the Department of Public Works (DPW). Elected officials, Supervisor Bevan Dufty and BART Director Tom Radulovich actively participated throughout the week. Agency staff provided important background information about their regulations, responsibilities, and current plans for improvements in the area, and provided guidance during the development of plan elements. Agency staff also provided preliminary “fatal flaw” analysis for the plan solutions to catch projects with basic flaws before detailed development.

D. Vision Statement and Community Goals

A set of community goals were developed at the onset of the planning process to guide the plan and set standards by which the success of the plan can be measured. While the goals are important for planning purposes, some may be purposefully limited. In some cases they point out problems that should be fixed, and standards to achieve. As such, some of the goals may become dated and obsolete as the proposed projects within the plan are implemented and the specific problems for which the goal was developed are solved.

For this reason, it was deemed important to provide a vision statement to clearly identify the overall intent behind the plan, how change should occur over time, and what the desired outcome of change would be in the neighborhood. The community-derived vision statement and goals are provided below.

1. *Vision Statement*

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.

2. *Goals for Planning*

1. Maintain and enhance Glen Park's "village" character
2. Ensure any future change fits with the existing character
3. Enhance local business vitality
4. Ensure adequate short-term parking for businesses
5. Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic
6. Improve traffic flow in the Glen Park business district
7. Improve pedestrian and bicycle safety

8. Create better connections and access to transit modes
9. Create better connections to Glen Park village from surrounding neighborhoods and Glen Canyon
10. Create public gathering spaces near the heart of the village
11. Encourage housing targeted to a mix of incomes and household types.

E. Consensus Strategies

During the workshops, community members had the opportunity to participate in breakout groups and record their ideas; outlining problem areas, broad concepts for enhancements, and specific solutions. Once the maps prepared by breakout groups were posted and studied, common ideas and strategies to achieve the community goals began to emerge. These consensus strategies provided direction for the preliminary plan. The following is a summary of the common strategies heard throughout the week.



The northeast corner of Bosworth and Diamond Streets is likely to change in the future

1. ***Improve the Publicly- and Privately-owned Sites on the Northeast Corner of Bosworth and Diamond Streets.***

A number of community members expressed the desire to improve the visually prominent sites on northeast corner of Bosworth and Diamond Streets to form a strong entry into the neighborhood commercial district. Views of the site from the intersection currently include a billboard, an occupied but empty storefront with a surface parking lot and housing units behind that can be seen through the few trees on the a narrow strip of land fronting Bosworth Street. Ideas for this site were fairly consistent, suggesting mixed-use housing over retail fronting Diamond Street and converting this portion of Kern Street into a pedestrian plaza or open space. Some recommended retaining parking for the local businesses on site.

2. ***Redesign BART Station and Plazas to Better Address the Neighborhood***

In general there was consensus that the main plaza, the upper plaza and the area on the south side of the BART station could be redesigned to better integrate the station with the neighborhood, improve intermodal connections and access, and ultimately result in more active use of this large site in the heart of the

village. A variety of possible improvements were explored, many of which involved redesigning the BART plaza to be a more accessible and enjoyable public gathering place, and addressing some of the bus connection and passenger pick up/drop off conflicts that currently affect traffic and pedestrian movement on Diamond and Bosworth Streets. Ideas included creating a better entry to the station by removing walls and metal fences that restrict movement from the station to the surrounding streets and sidewalks and providing ADA accessible entries. Other ideas included developing portions of the site with mixed-use retail and housing and additional parking spaces.

3. *BART Parking Lot – Could Have Better Use than Commuter Parking*

Most people felt that the existing BART parking lot, which is adjacent to the Glen Park village, could have a better use than parking for BART patrons and should be reclaimed for the neighborhood. Neighbors provided many different ideas about uses for this property, including mixed-use housing and retail, housing only, community open space, a new BART entrance, and short-term parking specifically for Glen Park businesses.

4. *Make Short-term Parking Available for Businesses*

With the proposed removal of a metered surface parking lot in the neighborhood, and the addition of a new marketplace, Glen Park merchants and other community members expressed concern about having an adequate supply of parking available to support neighborhood businesses. A variety of solutions were suggested, including on-street parking management tactics, the addition of additional or expanded parking lots, and better enforcement of parking regulations.

5. *Traffic Calming and Management Suggestions*

Traffic has a significant effect on Glen Park. Traffic congestion builds up on Bosworth and Diamond Streets as traffic from neighborhoods to the north and west funnel through Glen Park during the peak traffic hours to get to the freeway, and fast-moving traffic often cuts through neighborhood streets to avoid this congestion. Community members suggested many solutions for managing the cross-town traffic to reduce its impact in the neighborhood, including slowing



The BART station is currently “walled-off” from the neighborhood by fences and newspaper stands



The BART parking lot lies in the midst of the commercial district



Short-term parking serves local commercial uses



Rush hour traffic delays on Bosworth Street

cut-through traffic through neighborhood streets, and improving traffic flow on Bosworth and Diamond Streets.



San José Avenue currently divides the neighborhood but presents opportunity for the future

6. Convert San José Avenue From “Freeway” to City Street

During the workshops, the planning team suggested the possibility of converting the freeway-like portion of San José Avenue that runs through Glen Park into an attractive city boulevard, similar to Dolores Street or the Embarcadero. The community was genuinely intrigued with the idea, as many had not previously considered that such major infrastructure changes could be feasible. Some concerns were expressed, particularly regarding the effect such a proposal would have on traffic in the area, and relative cost of the project. The community clearly recognized, and supported, the fact that such a proposal would require additional traffic and engineering studies before implementation. People were interested in removing the barrier created by the freeway-like roadway, creating new connections across San José Avenue, additional Muni J-line stops and having better access to the J-line stops. No specific land uses were identified for the few new parcels that could be created by the roadway re-design, but it was clear in all cases that any new development should fit with the existing scale and character of the neighborhood.



Despite the heavy pedestrian traffic on Bosworth and Diamond Streets, crossing the intersection can be hazardous

7. Address Pedestrian Safety In and Around the Village

Pedestrian safety is a great concern in the neighborhood. Fast-moving commuter and cut-through traffic creates hazards for pedestrians traveling around the neighborhood between residences, shops, restaurants, the BART station, elementary schools, and Glen Canyon. Safe pedestrian movement on Bosworth Street, Diamond Street, Chenery Street, Joost Avenue, Lippard Avenue and Brompton Avenue is of particular concern. The community provided a variety of specific suggestions for improvements to neighborhood roadways, intersections, and sidewalks, including the installation of crosswalks, special paving, pedestrian bridges, stop signs or lights and widened sidewalks.

8. Greenway Connection to Glen Canyon

Many people supported the conversion of the vacant parcels on Bosworth Street and over a public utility easement into a formal greenway that connects “downtown” Glen Park to Glen Canyon. They also supported exploring the

opportunity of bringing Islais Creek to the surface through the neighborhood. An informal trail currently exists on the vacant parcels, but the connection is impeded by fences in some areas and the vegetation is not well-maintained. The community suggested a variety of landscaping and trail improvements and ways to carry the creek along the existing SFPUC easement and the existing unbuilt parcels to create a unique amenity for the neighborhood. Although many people were excited about the prospect of bringing the creek to the surface, some expressed concerns about mosquitoes, stormwater drainage, and too little creek-water capacity. Others suggested the design of the greenway should be sensitive to the existing houses and school bordering it.



Undeveloped parcels present the opportunity for a Greenway Connection between BART and Glen Canyon

II. The Draft Community Plan



Figure 2: Glen Park Illustrative Plan

Glen Park Community Plan



EDAW



Figure 3: Axonometric Sketch of Plan Area

Glen Park Community Plan

III. Transportation Framework

A. Transportation Issues

Glen Park's transportation past strongly influences the present. Built along San Francisco's earliest steam railroad line and its later electric streetcar system, Glen Park is a quintessential transit-oriented neighborhood. While the railroad was replaced with BART and the streetcar replaced with the 26-Valencia bus, Glen Park still retains a compact, walkable form and a neighborhood commercial district where most residents' daily needs can be met. Former creek and railroad rights-of-way offer the potential for attractive, level bicycling and walking connections from Glen Park to the rest of San Francisco. BART and I-280 offer excellent connections throughout the Bay Area, with the recent BART extension to Millbrae providing an easy commute to Silicon Valley jobs and the airport. However, the "freeway-like" portion of San José Avenue—a remnant of the 1960's freeway plans—creates a barrier between neighborhoods to the north and south.

The following section summarizes transportation issues and opportunities that were discussed in the community planning process. The subsequent section identifies specific project recommendations that address these issues. More detail on all these subjects can be found in the Existing Conditions Memorandum.

1. *Automobile Circulation*

The freeway construction boom of the 1960s was not kind to Glen Park. The neighborhood was at the center of three proposed freeways: the Mission, the Crosstown and the Southern. The Southern Freeway was completed, following railroad rights-of-way and Islais Creek here to become today's I-280. The Mission Freeway, proposed to run overhead along Valencia Street, Polk Street and tie into the Embarcadero Freeway, was stopped at Randall Street but the "freeway-like" stretch of San José Avenue remains an unneeded remnant of this misguided idea. The Crosstown Freeway was to run through Glen Park to Laguna Honda and Golden Gate Park to connect to the Golden Gate Bridge. Property acquisition was nearly completed for the Crosstown Freeway, removing homes and businesses along the north side of Bosworth Street. This property was



*San Francisco Freeway Plan, 1945
San Francisco Historical Photo Collection*

used to widen Bosworth Street to four lanes and to expand O'Shaughnessy Boulevard. The green edge of Bosworth Street is a result of a freeway being stopped in its tracks by activists from the Glen Park neighborhood.

While it saved Glen Park, stopping these freeways in mid-construction created a variety of unintended negative consequences. The Mission and Southern freeways severed connections between Glen Park and adjacent neighborhoods such as Mission Terrace and St. Mary's Park. More importantly, the limited-access nature of the freeways created **poor connections among the area's five key roads:**

- I-280
- San José Avenue
- Bosworth Street
- Alemany Boulevard
- Monterey Boulevard

The result is a set of remarkably circuitous movements motorists must make to navigate Glen Park. Some of these movements are shown in Figure 4, below.

Notice, for example, the movements that a motorist on northbound I-280 must make to reach westbound Monterey Boulevard: exit San José Avenue, right on Rousseau Street, right on Bosworth Street, right again to stay on Bosworth Street, left on Diamond Street, right on Monterey Boulevard.

As the diagram shows, poor connections among these five roads result in excessive left and right turns at several key intersections, including:

- Lyell/Bosworth Streets
- Arlington/Bosworth Streets
- Monterey Boulevard/Circular Avenue
- And, most importantly, Diamond/Bosworth Streets

The effect is a high degree of traffic congestion at these locations caused not by high traffic volumes, but by the fact that **straight-through traffic is routinely blocked by cars turning left or right.**

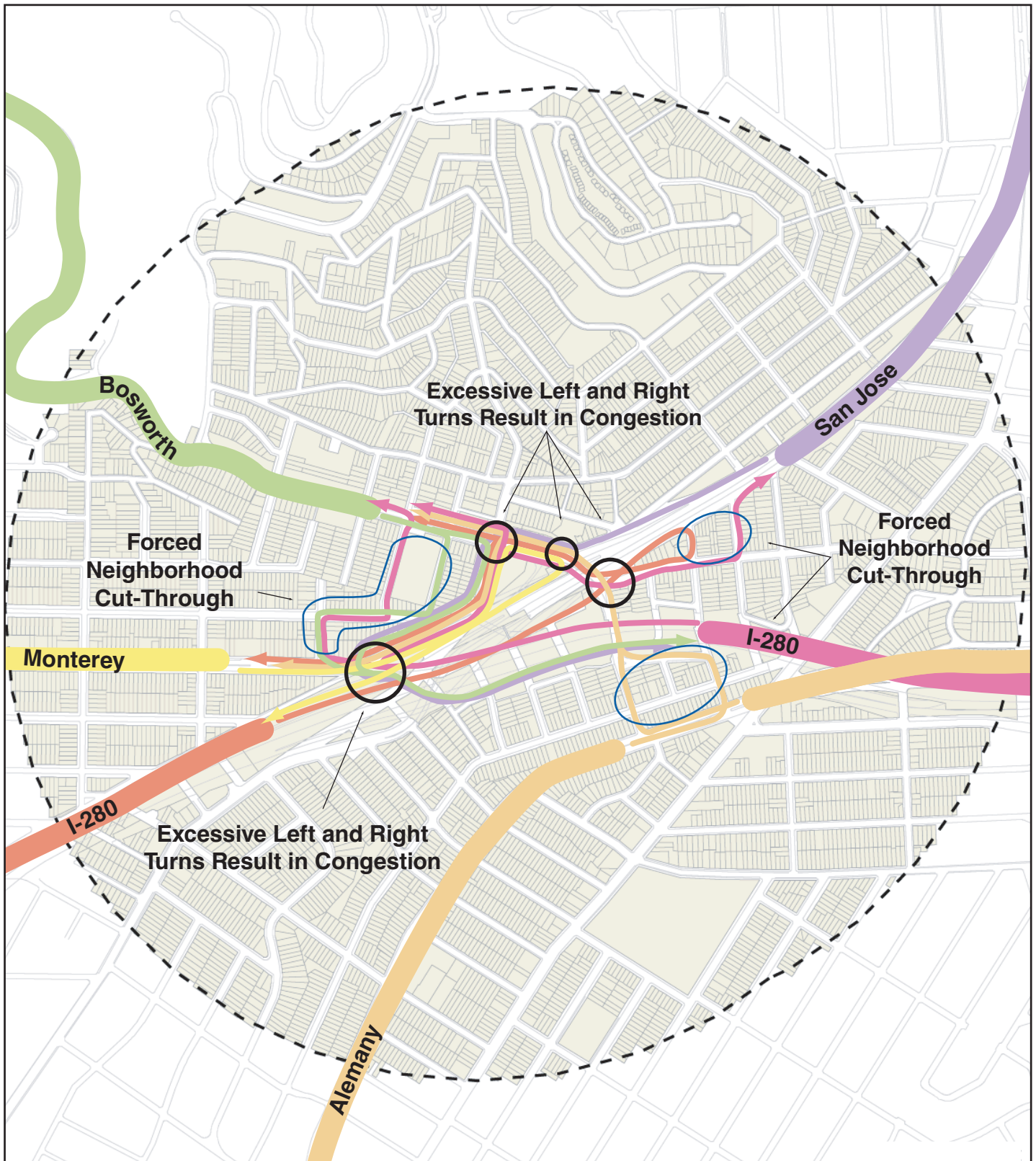


Figure 4: Existing Circulation Patterns

Glen Park Community Plan

Another effect of the poor connectivity is the fact that motorists are **forced to detour through very narrow residential streets** in order to get from one arterial to another. This is especially apparent on:

- Joost Avenue, Acadia Street, Lippard Avenue and Brompton Avenue, which are the most direct routes between Bosworth Street and the northern stretch of I-280
- Rousseau and Milton Streets, which are the only connections between Bosworth Street and northbound San José Avenue, as well as between northbound I-280 and Bosworth Street
- Lyell and Still Streets, which are the only connections between Alemany Boulevard and the other four major roadways in the area
- Wilder and Arlington Streets, which are the only connections between southbound San José Avenue and the other roadways in the area

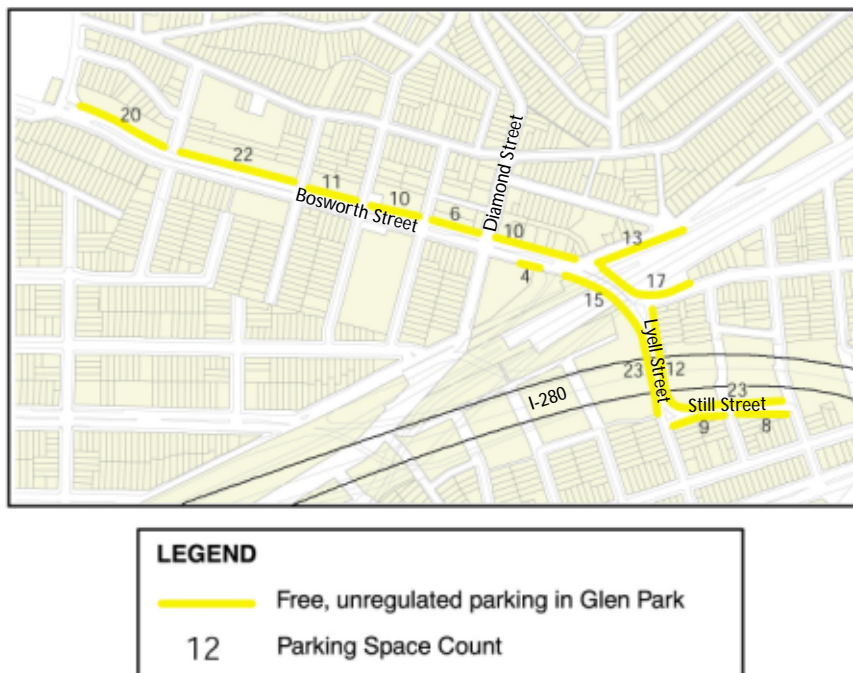
2. Parking

Parking is a subject of great interest and passion in Glen Park. Merchants want to ensure that their customers can easily find parking within walking distance of their businesses. Residents want available on-street parking near their houses. BART riders want both short- and long-term parking near the station. At the same time, nearly everyone wants to reduce the amount of traffic in the neighborhood.

A careful analysis of parking in the neighborhood suggests that availability problems are more the result of a lack of management than a lack of supply. Within 1,500 feet of the BART station and the commercial district, there are nearly 200 free, unregulated, all-day parking spaces that are not in front of anyone's house or business. These spaces are shown in Figure 5.

Observations of the turnover patterns of these parking spaces suggest they are used primarily by all-day BART commuters. Moreover, looking at the distribution pattern of Glen Park BART station users, most of these parkers are driving from outside of San Francisco or other San Francisco neighborhoods. According to BART's 1998 *Station Profile Survey*, 31% of passengers get to the Glen Park station by car¹. In addition, the station's "catchment area" (the home

Figure 5: Existing Free, Unregulated Parking



origins of people accessing the Glen Park BART station) is shown in Figure 6. As the map shows, significant numbers of Pacifica-area BART commuters drive past the Daly City station to use the Glen Park station. These numbers were expected to decline after the opening of the San Francisco airport extension, but observations suggest that free parking at Glen Park continues to pull BART commuters away from \$2 daily parking at the San Francisco airport extension stations.

DPT has recently converted some of these parking spaces under the San José Avenue overpass to 2-hour time limits, brought some along Arlington Street into the 'D' residential parking permit, and several spaces on the north side of Bosworth Street between Diamond and Arlington Streets will shortly become metered. There are no plans, however, for the parking on the north side of Bosworth east of Diamond, right in the heart of the commercial district and across the street from the BART station. These spaces will remain free daily parking, effectively allowing \$35 a week parking for BART-to-airport patrons wishing only to pay for weekly street sweeping citations.

¹ 42% of Glen Park BART station passengers arrive by walking to the station, 24% take other transit to the station, 2% use a bicycle and 1% report "other" means.

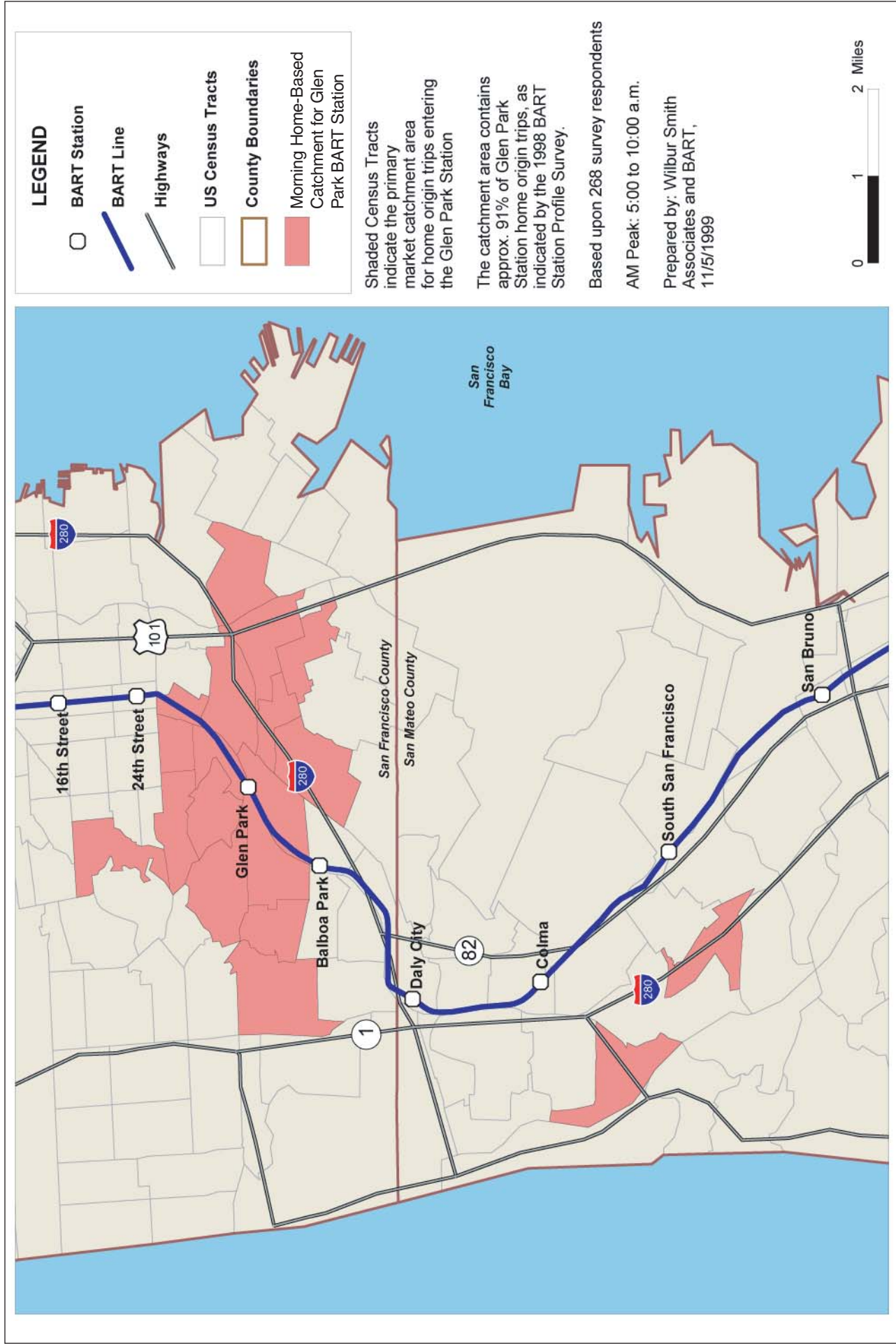


Figure 6: Home Origins of People Accessing the Glen Park BART Station during the Morning Peak Period

Solutions for better managing this parking supply are outlined under “Transportation Recommendations,” below.

3. *Bicycling*

Glen Park is the center of four key gaps in the Citywide Bicycle Network:

- **O’Shaughnessy Boulevard Path to Glen Park Station** (Route 55), connecting a nearly complete network of bike lanes in the central part of the city that includes lanes on Laguna Honda Boulevard, 6th/7th Avenues, Dewey and Taraval Streets. Between Elk Street and “downtown” Glen Park, however, cyclists must share narrow lanes with high volumes of auto traffic on Bosworth Street.
- **Chenery and Diamond Streets to City College** (Routes 45 and 70). Chenery and Hearst Streets offer low traffic, relatively level routes from Glen Park to City College, but Diamond Street, Monterey Boulevard and their associated freeway ramps present serious obstacles to all but the heartiest cyclists.
- **Cayuga Avenue and Alemany Boulevard** (Route 45). Cayuga Avenue is currently a designated bike route serving the Cayuga Terrace and Mission Terrace neighborhoods, but the connection from this route under the freeway to Glen Park is poor, due in part to the one-way portions of Lyell and Still Streets. In addition, the city’s Bike Plan update is currently exploring adding bike lanes along the length of Alemany Boulevard, which would allow for an excellent connection to the Outer Mission, all the way to Daly City.
- **San José Avenue** represents one of the most important potential bike links in San Francisco, allowing for a level, continuous bike lane system from the Golden Gate Bridge and Downtown San Francisco, via Valencia Street, San José Avenue and Alemany Boulevard all the way to Daly City. San José Avenue is particularly interesting for bicyclists for the same reason it was for railroads: it is the most level north-south route in San Francisco between 3rd Street and the Great Highway.



Glen Park can complete the bicycle network with a few minor changes

4. *Pedestrians*

The pedestrian network in Glen Park is nearly complete. Nevertheless, a variety of worthwhile improvements have been suggested by neighborhood organizations and other project stakeholders such as:

- Improved pedestrian crossings at key intersections such as Bosworth/ Diamond Streets and near schools.
- “Calming” pedestrian crossings at all the freeway on- and off-ramps.
- Improving the pedestrian experience under the San José Avenue and I-280 overpasses.
- Taking advantage of the undeveloped alley network as secondary pedestrian connectors.
- Taking advantage of the undeveloped Islais Creek right-of-way as a pedestrian “greenway”.
- Americans with Disability Act (ADA) improvements at the Glen Park BART station and the J-Church Muni platform.



Narrow streets and tight turns challenge the Muni 26 and 52 bus lines



Transit connections for people with disabilities are difficult or non-existent

5. *Transit*

While Glen Park is very well served by transit, there are several notable problems with existing services:

- There is no ADA accessible access from the surrounding bus stops or parking lot to the BART plaza.
- There is no ADA accessible connection to the Muni J-line streetcar.
- It is very difficult to turn a bus around at the BART station area, making it difficult to terminate any Muni lines at the station. As a result, the #35 bus comes close to the station but does not reach it, and other local routes such as the #52 are overly long and prone to reliability problems.
- Both the #26 and #52 occasionally have difficulty making tight turns on narrow Glen Park streets
- Most importantly, there is far more competition for passenger loading around the BART station than the limited curb space allows.

B. Transportation Recommendations

After extensive community debate, participants arrived at a general consensus around the following key transportation recommendations:

1. *Fix the Problem Intersections*

As described under “Transportation Issues,” above, most of the congestion problems in Glen Park are the result of excessive turning movements caused by a lack of direct connections between its major roads. At several problems intersections, there are feasible improvements that can accommodate more turning cars. Expanding capacity at these intersections, however, may result in additional congestion at nearby intersections. See “Plan for Congestion,” on page 41.

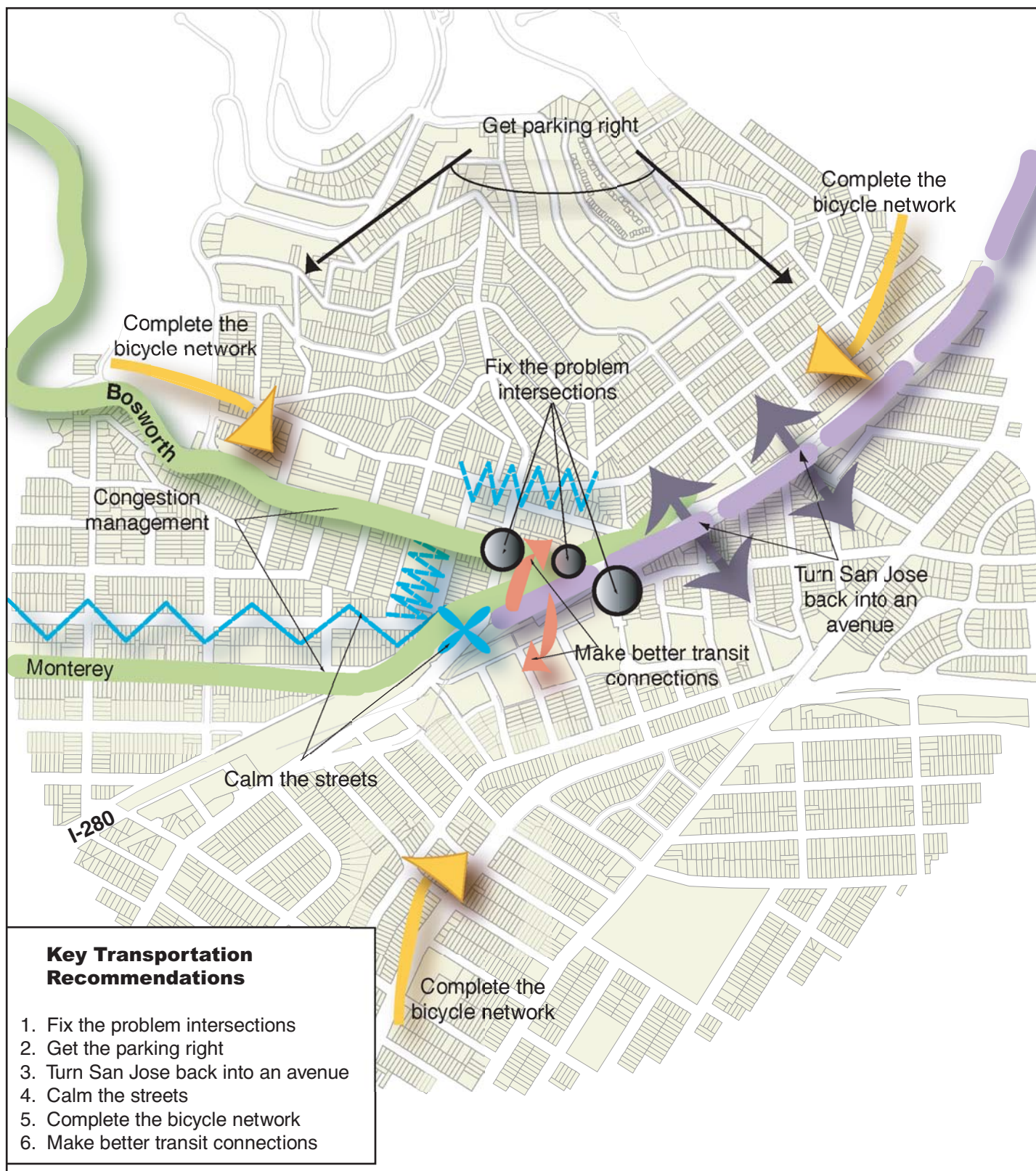
Some additional capacity can be created at the following intersections, all of which are recommended for more detailed study:

Diamond/Bosworth Streets

- On southbound Diamond Street, two cars waiting to turn left onto Bosworth Street can currently block all traffic behind them. Three parking spaces on Diamond Street in front of the property on the northeast corner of the Diamond/Bosworth Street intersection can be removed to allow straight-through and right-turning traffic to maneuver around left-turning cars.
- On eastbound Bosworth Street, cars queuing to turn right onto Diamond Street routinely block straight-through traffic in the right lane. For Bosworth Street motorists heading to the I-280 on-ramp, it can be difficult to know whether to be in the right or left lane. Painting 100 feet of red curb on Bosworth Street west of Diamond Street can help accommodate the right-turning vehicles, allowing more straight-through traffic to cross the intersection.
- On the south side of Bosworth Street in front of the BART station, four unregulated parking spaces interfere with Muni and passenger loading. These should be replaced with a red curb and tow-away sign.
- Pedestrian and vehicular traffic at the Diamond/Bosworth Street intersection varies greatly by time of day. The timing of the lights at



The Bosworth and Diamond bus stop area is currently overwhelmed with multiple uses, including passenger drop-off, shuttle buses, right turns, and parking



Source: San Francisco Planning Department 2003

Figure 7: Transportation Framework

Glen Park Community Plan



this intersection should be continually refined based upon changing patterns. In addition, dedicated-pedestrian and no-pedestrian phases should be explored.

Bosworth/Lyell Streets

This intersection carries all traffic from south of I-280, as well as cars connecting from I-280 and San José Avenue, to Bosworth Street and Monterey Boulevard. These connections, plus the awkward angle at which Bosworth abruptly turns after crossing under the San José Avenue overpass, results in a high volume of left turns, which in turn results in congestion.

Given the large amount of right-of-way at this intersection, these turning movements at the Bosworth/Lyell Street intersection could likely be better accommodated using a modern roundabout rather than a stop-sign-controlled intersection. (See sidebar for a description of modern roundabouts.) In order to accommodate light trucks and Muni buses, a minimum 85-foot outside circle diameter is needed, and there is sufficient right-of-way at this intersection to accommodate it.

In pursuing a roundabout here, however, there are two concerns that must be addressed:

- Roundabouts are not generally recommended on slopes, since it is critically important that approaching vehicles be able to see whether it is safe to merge into the circle. A detailed slope study will be necessary to ensure adequate sightlines.
- Expanding capacity at this intersection could exacerbate traffic congestion at Bosworth and Diamond Streets.

Bosworth/Arlington/I-280 on-ramp

This intersection experiences similar congestion problems as the Bosworth/Lyell Street intersection, and it also poses significant challenges to pedestrians. A rather complex modern roundabout at this location could improve the

Modern Roundabouts

There are still very few modern roundabouts in California and none in San Francisco; however, because of their ability to handle high traffic volumes while maintaining pedestrian safety, they are gaining in popularity. Caltrans has endorsed the use of modern roundabouts in the Caltrans Design Information Bulletin #80. They are very different from the traffic circles seen on Dewey and Division streets in San Francisco or those in cities such as Boston or Tijuana. Their defining characteristics include:

- A design speed that is typically around 10 to 15 mph, with higher speeds physically impossible.
- A small, tight, narrow circle, typically with just one travel lane around the circle.
- Splitter islands at the approach to the circle, forcing both cars and bikes to turn the proper way into the circle (counterclockwise).
- Yield-on-entry approaches, with no stop signs or signals.

Modern roundabouts are remarkable traffic devices for two reasons:

- They can carry high traffic volumes smoothly, particularly where there are many turning movements.
- Due to their very low design speed, they are the safest form of intersection control invented. Of the thousands of modern roundabouts installed throughout Europe, Australia and North America, there have been no known fatalities.

For more detail on how these devices work, see www.roundabouts.com.

(continued on p. 26)

Additional references for modern roundabouts include:

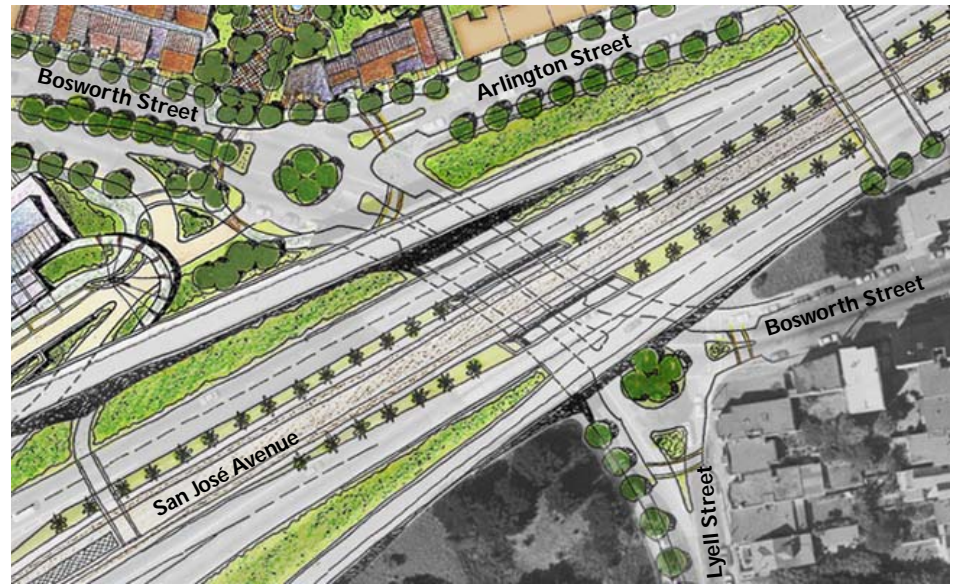
Aimee Flannery and Tapan K. Datta. 1997. Modern Roundabouts and Traffic Crash Experience in the United States. Paper presented at the Transportation Research Board Annual Meeting, January 1997

California Dept. of Transportation, 1998. "Roundabouts" Caltrans Design Information Bulletin #80, Approved by Robert L. Buckley, Program Manager, Design and Local Programs, Caltrans, Sept. 9, 1998. <http://www.dot.ca.gov/hq/oppd/dib/dib80.htm>

Ourston, Leif, and Beard, Joe. 1995. "Roundabouts: A Direct Way to Safer Highways" Public Roads, Volume 59, No. 2 USDOT, FHWA Autumn 1995. <http://www.tfhr.gov/pubrds/fall95/p95a41.htm>, website accessed 9-23-03

Persaud, Retting, Garder and Lord, 2000. Crash Reductions Following Installation of Roundabouts in the United States. Insurance Institute for Highway Safety, March 2000. http://www.city.palo-alto.ca.us/embarcadero/Roundabout_crash_reductions.pdf

Figure 8: Proposed Modern Roundabouts



pedestrian crossings of both Bosworth Street and the I-280 on-ramp. As shown in Figure 8, this roundabout will likely need a separate "slip lane" to accommodate trucks and buses accessing the I-280 on-ramp. Like Lyell Street, the outside diameter would need to be at least 85 feet.

Implementing Actions – Fix the Problem Intersections

Priority Actions: 1-2 years:

- DPT should conduct a traffic study to evaluate changes to the turning movements and traffic signal operations at the Diamond/ Bosworth Street intersection following DPT's standard parking and traffic processes.

Short-term: 2-5 years:

- DPT should conduct a traffic study to evaluate the appropriateness of modern roundabouts at the Bosworth/ Arlington Street and Bosworth/ Lyell Street intersections.

Mid-term: 5-10 years:

- If the traffic study deems appropriate, identify funding, and design and construct modern roundabouts at the Bosworth/Arlington Street and Bosworth/Lyell Street intersections.

2. Get the Parking Right

On-Street Parking

The nearly 200 unregulated parking spaces in the heart of Glen Park represent a significant untapped parking resource. These spaces should be managed to better serve the neighborhood, and allocated according to the following priorities:

1. Short-term customer parking
2. Local resident and employee parking
3. Visitor parking for nearby recreational facilities and other attractions
4. Paid commuter parking

According to these priorities, the unregulated spaces should be regulated as follows, and as summarized in Figure 9:

- Spaces within 300 to 400 feet of the commercial district should be immediately converted to short-term pay parking. These include the spaces on the north side of Bosworth Street between Brompton Avenue and Arlington Street, and perhaps between Lippard and Brompton Avenues.
- Spaces farthest from the commercial district should be all-day paid parking. Allowing all-day parking provides space for local employees and visitors to Glen Canyon Park. Establishing a modest fee will encourage San Mateo County commuters to leave their cars at paid BART lots on the Peninsula and will encourage San Franciscans to use Muni to get to BART. Using pay-and-display machines rather than meters will allow motorists to use bills and credit cards rather than just quarters for parking (see the sidebar for a description of pay and display machines).
- Spaces mid-distance from the commercial district should be managed to favor short-term parking. If short-term spaces near the commercial district routinely exceed 85% occupancy, the nearest long-term spaces should be converted to short-term, with 2-hour time limits. This can be

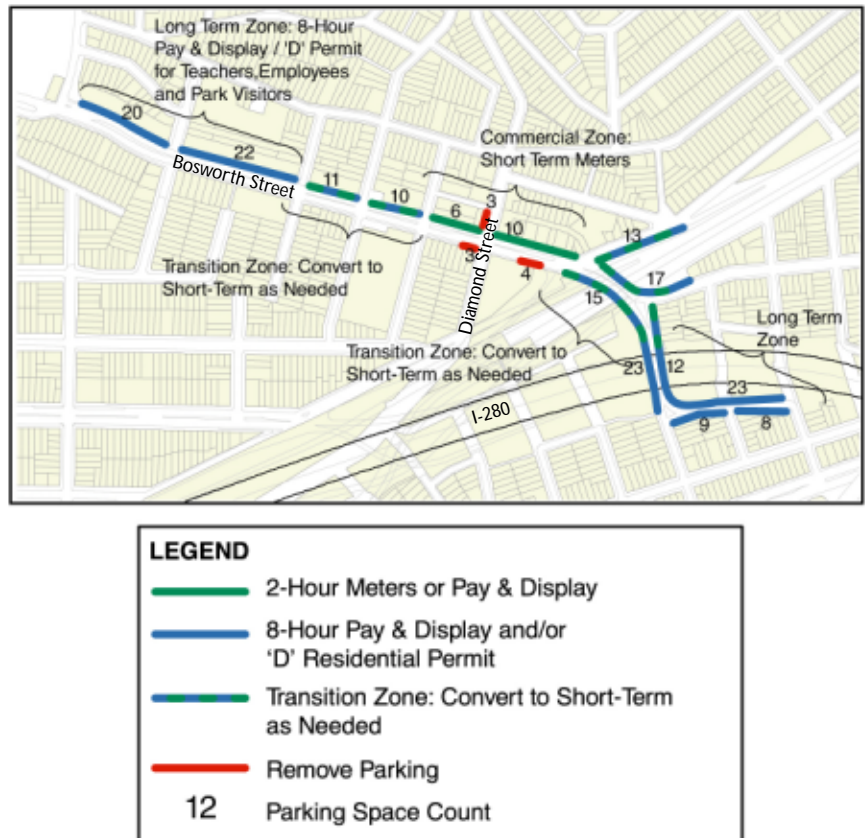


Unregulated parking on Bosworth Street

Pay and Display Metering Machines

Pay-and-display metering machines have several advantages over standard parking meters. They allow more flexibility for both paying customers and the enforcement and collection agencies. The benefit for customers is that bills and credit and debit cards may be used instead of quarters. Small permit dispensers would be placed on each block, and motorists simply put their permit on their windshields. One machine governs many spaces so it is cheaper to enforce and collect payment. The machines allow the flexibility to adjust parking fees and time limits more easily, so parking agencies may adapt more quickly to parking demand changes over time. The machines can also be programmed to allow different time limits for different spaces. Special legislation may be needed to allow for the pay-and-display machines.

Figure 9: Proposed On-street Parking Management



accomplished by programming a new time limit in the pay-and-display machine on the appropriate block, and changing the signage.

- Existing free 2-hour spaces should be eliminated, as these are difficult and costly to enforce.

Off-Street Parking

In trying to address the issue of ensuring adequate short-term parking for Glen Park businesses, some community members suggested converting the BART parking lot into a short-term metered lot intended for customer use rather than BART commuter use. If the on-street parking spaces in Glen Park are managed as recommended, it is likely that the commercial district will not need the BART parking lot to be reserved for customer use. It would be prudent, however, to wait until the new marketplace project is completed and improved on-street parking management is implemented before determining the future of the BART parking lot. From BART's perspective, however, its ridership and

revenue goals will be better met by converting its small property to housing rather than maintaining it as a free parking lot. City policies prioritize public land near transit to be used for housing when possible.

Given the abundance of unregulated spaces, the San Francisco Parking Authority has indicated that with proper management of the existing unregulated spaces, there would likely be no market for a publicly funded parking garage in Glen Park. In San Francisco, all public garages must be self-financed through user fees. Parking demand and parking fees are too low to support the construction of a parking structure. Given the very small amount of projected future development, it is not expected that a public parking structure will be feasible in the future.

Residential Parking and Parking Requirements

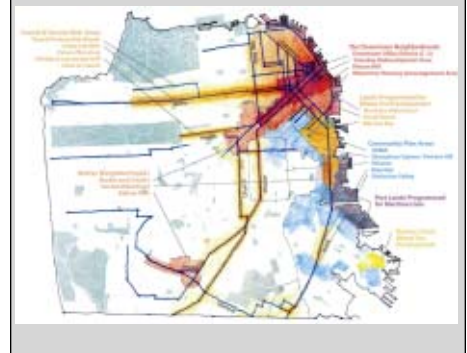
Glen Park residents were also interested in exploring zoning code and parking and traffic code changes that are being applied in the Better Neighborhoods study areas. These areas, such as the Balboa Park and Market and Octavia neighborhoods, have sought to adjust parking codes in order increase the affordability of housing, reduce traffic and maintain neighborhood diversity. These changes include:

- **Eliminate residential minimum parking requirements.** The city's existing 1:1 residential parking requirements (a minimum of 1 off-street parking space per residential unit) increase the cost of housing by about 25% and reduce the number of units that can be built on a typical lot by about 25%. In neighborhoods well served by transit, they are also significantly higher than the actual auto ownership rates.
- **Establish tight design controls around parking.** The negative effects of the city's current parking requirements can best be seen on Diamond Street right across the street from the BART station: A solid blank wall of garage doors lines nearly the whole block and removes over a dozen on-street spaces that could have been used by the public. New driveways should not be allowed on key commercial streets such as Diamond Street, and long blank walls should never be allowed. If commercial parking is built, it should be underground, with access from the rear or side streets.

The Citywide Action Plan

The Citywide Action Plan (CAP) explores comprehensively the issue of how to meet the need for housing and jobs in ways that capitalize upon and enhance the best qualities of San Francisco as a place. The CAP will direct a mix of housing and neighborhood-serving uses to places with good public transit and urban amenities; new office uses to the city's compact downtown core; and industrial uses to core industrial lands in portions of the city's east side, thereby releasing the rest of the industrially zoned lands for other uses. In Glen Park, a neighborhood already well served by transit, the planning effort focuses on helping the transit to function better for the neighborhood and enhance its unique character in the face of change.

For more information visit
www.ci.sf.ca.us/planning/citywide



- **Manage the Residential Parking Permit program.** Currently, there is no limit to the number of ‘D’ residential parking permits sold, and the \$28 annual fee is a small fraction of the “true” cost to the city to provide parking. Instead, the Planning Department has recommended that DPT limit the number of residential permits sold citywide according to the spaces that are available in each parking permit district. Existing residents would be “grandfathered” in at the current rate, but new permits should increase fees for on-street parking to more closely reflect their true market value. Existing residents would be eligible to sell their permits at a fraction of the market cost, giving them an incentive to clean out their garages or sell their cars. A portion of the new revenue can be reserved for local improvements such as utility undergrounding, traffic calming and streets trees. These changes would require a majority vote among local residents to establish a special parking district.

Implementing Actions – Get the Parking Right

Priority Actions: 1-2 Years:

- DPT should regulate the currently unregulated parking on Bosworth, Arlington and Lyell Streets as outlined in this document.
- The Planning Department should revise parking requirements for the neighborhood consistent with its efforts in other transit-oriented districts.

Short Term: 2-5 Years:

- When the marketplace project is completed, evaluate and adjust on-street parking management as needed.
 - DPT should consider enacting legislation refining its rules for Residential Parking Permit Zones.
 - Local residents, merchants, DPT, and the Board of Supervisors should consider establishing a parking district with the ability to limit new residential permits, reserving some revenue for local improvements.
-

3. *Turn San José Avenue Back into an Avenue*

Perhaps no recommendation of this Community Plan is more dramatic than to eliminate that first half mile of the uncompleted Mission Freeway and turn it back into the local street it once was: San José Avenue. Such a change would accomplish at least five key goals:

- Beautify this important gateway into San Francisco.
- Improve the safety of the street by reducing motor vehicle speeds.
- Remove barriers between Glen Park and adjacent neighborhoods.
- Improve traffic circulation by increasing access points among the area's major roads.
- Make better use of the Muni J-Church streetcar line.

As can be seen in the illustrative plan on pages 12-13, the concept incorporates the following major elements:

- At-grade, signalized intersections would be re-created at Milton, Rousseau and Wilder Streets, restoring connections between Glen Park and St. Mary's Park. Turn lanes would be provided on San José Avenue, allowing St. Mary's Park traffic to turn directly into the neighborhood without circling through Glen Park, and Glen Park traffic to turn directly into Glen Park without circling through St. Mary's Park. The net effect would be a reduction in both traffic and congestion at key intersections such as Diamond/Bosworth Streets since fewer cars would be forced to detour through there.
- North of Bosworth Street, two through lanes of traffic plus turn lanes at intersections should be able to handle traffic volumes. Extra right-of-way can be used to provide a landscaped median on either side of the streetcar tracks, turn lanes, wider sidewalks, bike lanes and other characteristics of a great street.
- A Muni J-line streetcar stop could be provided on San José Avenue between Milton and Rousseau Streets, with ADA accessible connections to both Glen Park and St. Mary's Park.
- The Arlington Street off-ramp would be removed entirely, replaced with a standard intersection at San José Avenue and Wilder Street. Rousseau Street can also likely be extended across San José Avenue to Arlington Street. The result would be three new city blocks that could be developed as new housing or community open space.

- The San José Avenue/Monterey Boulevard ramps should be modified to maintain a street-like connection between these important roads but with fewer negative impacts. The southbound San José Avenue off-ramp to Monterey Boulevard should be shifted south of Bosworth Street, rising from the inside lane to the existing I-280/Monterey Boulevard off-ramp structure. Designed to street standards rather than freeway standards, this new structure can be narrow with tight turns. The ramp from Monterey Boulevard to San José Avenue should be modified so that it merges into San José Avenue with a slower design speed and tighter curve.
- A pedestrian-activated, at-grade signalized crossing should be provided from the BART station across San José Avenue to the current Muni J-line platform, allowing for seamless, accessible transfers between BART and Muni.
- With the “removal” of the freeway-like characteristics, a few new developable parcels could be created around the BART station and along Arlington Street.

Turning San José Avenue back into an avenue will have significant traffic, real estate and land use implications, all of which would need to be studied in detail before implementing any changes.

Remove the San José Avenue Overpass at Bosworth

The most far-reaching proposal for San José Avenue is to remove the grade separation at San José Avenue and Bosworth Street, demolishing the looming overhead structure and replacing it with a four-way signalized intersection. To make this possible, San José Avenue would need to be re-graded starting at Milton Street to allow the streetcar to cross Bosworth Street at grade while maintaining a less than 5% slope.

Removing the overpass creates a large intersection – smaller than the planned intersection of Market Street and Octavia Boulevard, but bigger than 24th Street and Dolores Street. Landscaped medians on both San José Avenue and Bosworth Street would help to reduce the scale and increase the sense of pedestrian safety. A Muni J-line stop right at the corner would also help

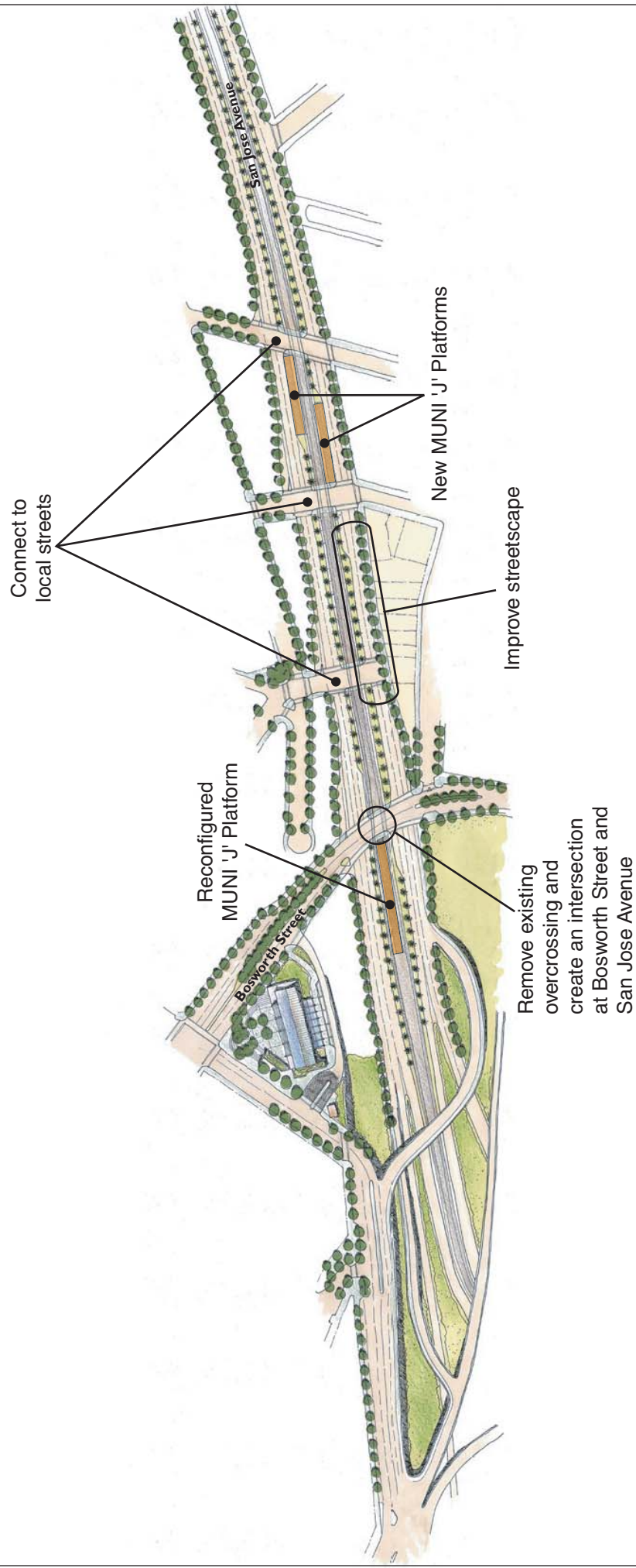


Figure 10: Plan for Redesign of San Jose Avenue
Integrate into Local Street System

emphasize that these would be neighborhood streets very much unlike the current freeway configuration.

Removing the overpass creates three major advantages:

- For the first time in 30 years, cars would be able to turn left or right directly from San José Avenue to Bosworth Street and vice versa, eliminating neighborhood cut-through in both Glen Park and St. Mary's Park.
- Removing the looming overpass at Bosworth Street completes the reconnection of the neighborhoods severed by the Mission Freeway.
- Property values on both sides would likely increase, just as they have in Hayes Valley and the waterfront with the removal of the Central and Embarcadero freeways.

Removing the overpass also has several disadvantages:

- Demolition and construction would be expensive. Unlike Octavia Boulevard, the small amount of land to be gained by removing the San José Avenue overpass would be insufficient to cover the costs of rebuilding San José Avenue.
- Unless managed carefully, traffic on Bosworth Street and Monterey Boulevard could increase with their vastly simplified access to I-280.
- While eliminating the perceived personal safety problems associated with the overpass, it is replaced with a large at-grade intersection. Embarcadero and Hayes Valley residents accepted this trade-off, but Glen Park residents may not.
- Some Glen Park residents may appreciate their isolation and the way the Mission Freeway cuts them off from the rest of the city. Reconnecting the neighborhood to the city may not be welcomed by all residents.

In any event, all of these ideas would need to be studied in greater detail with intensive community involvement before adoption.

Implementing Actions – Turn San José Avenue Back into an Avenue

Short-term: 2-5 years

- Conduct a traffic and engineering study to explore redesigning San José Avenue.
- If the traffic and engineering study deems appropriate, develop detailed roadway and streetscape plans for a redesigned San José Avenue.

Mid-term: 5-10 years

- If the traffic and engineering study deems appropriate, construct the redesigned San José Avenue.

Long-term: 10 or more years

- If the traffic and engineering study deems appropriate, remove San José Avenue overpass when seismic upgrade is needed.
-

4. Calm the Streets

From a bicyclist or pedestrian perspective, it is not the volume of cars that is the problem, but their speed. Traffic cuts through Glen Park streets at an occasionally alarming speed, regularly exceeding posted speed limits. This problem is especially noticeable near the freeway ramps and on residential streets that act as arterial cut-throughs.

Glen Park is next in line for a DPT Traffic Calming Study, which will be undertaken once funding becomes available. In the meantime, DPT should explore the following potential traffic calming changes:

- **Narrow Joost Avenue.** With a 70-foot-wide right-of-way, Joost Avenue looks more like a runway than a neighborhood street. There is sufficient width to make Joost Avenue more like Noe or Sanchez Streets in Duboce Triangle. Parking on one side of the street can be converted to 45 degrees, with deep, planted bulbouts at the corners. The angled parking can be shifted from one side of the street to the other to increase the traffic calming effect.



Tighten the Joost Avenue/Monterey Boulevard intersection



Tighten the Arlington and Wilder Street intersection

- **Tighten the Joost Avenue/Monterey Boulevard intersection.** This intersection is twice as wide as it needs to be, and allows for high-speed turns. The throat of Joost Avenue can be greatly narrowed, with room for just one traffic lane in each direction, meeting Monterey Boulevard at 90 degrees, with a landscaped median and corner bulbouts. Besides slowing traffic, such an intersection can act as an attractive neighborhood gateway.
- **Tighten the Arlington/Wilder Street intersection.** This intersection is also wider than it needs to be. Bulb-outs with landscaping can be used to narrow the intersection.
- **Street trees.** On Chenery Street west of Diamond Street, street trees have been planted in small islands in the parking lane, creating not only an attractive streetscape but also narrowing the perceived width of the street. Modified versions of such islands can be constructed on streets throughout the neighborhood with little or no loss of parking.
- **Speed humps, if necessary.** The narrowness of streets such as Lippard and Brompton Avenues, and Chenery, Arlington and Wilder Streets limits the available traffic calming devices. Broad, gentle, speed “humps” – quite unlike abrupt speed “bumps” – may be warranted. On Chenery Street speed humps should be designed with slots for Muni buses to pass through unimpeded. Because a bus wheelbase is wider than most cars, the bus can slip through the slots while cars would have at least one wheel go over the hump. Additional community outreach will be necessary, and this would come as part of a larger DPT Traffic Calming Study.

Implementing Actions – Calm the Streets

Priority Actions: 1-2 years

- DPT and the Planning Department should conduct a traffic-calming study for Glen Park.

Short Term: 2-5 years

- DPT and DPW should implement the recommendations of the traffic calming study.
-

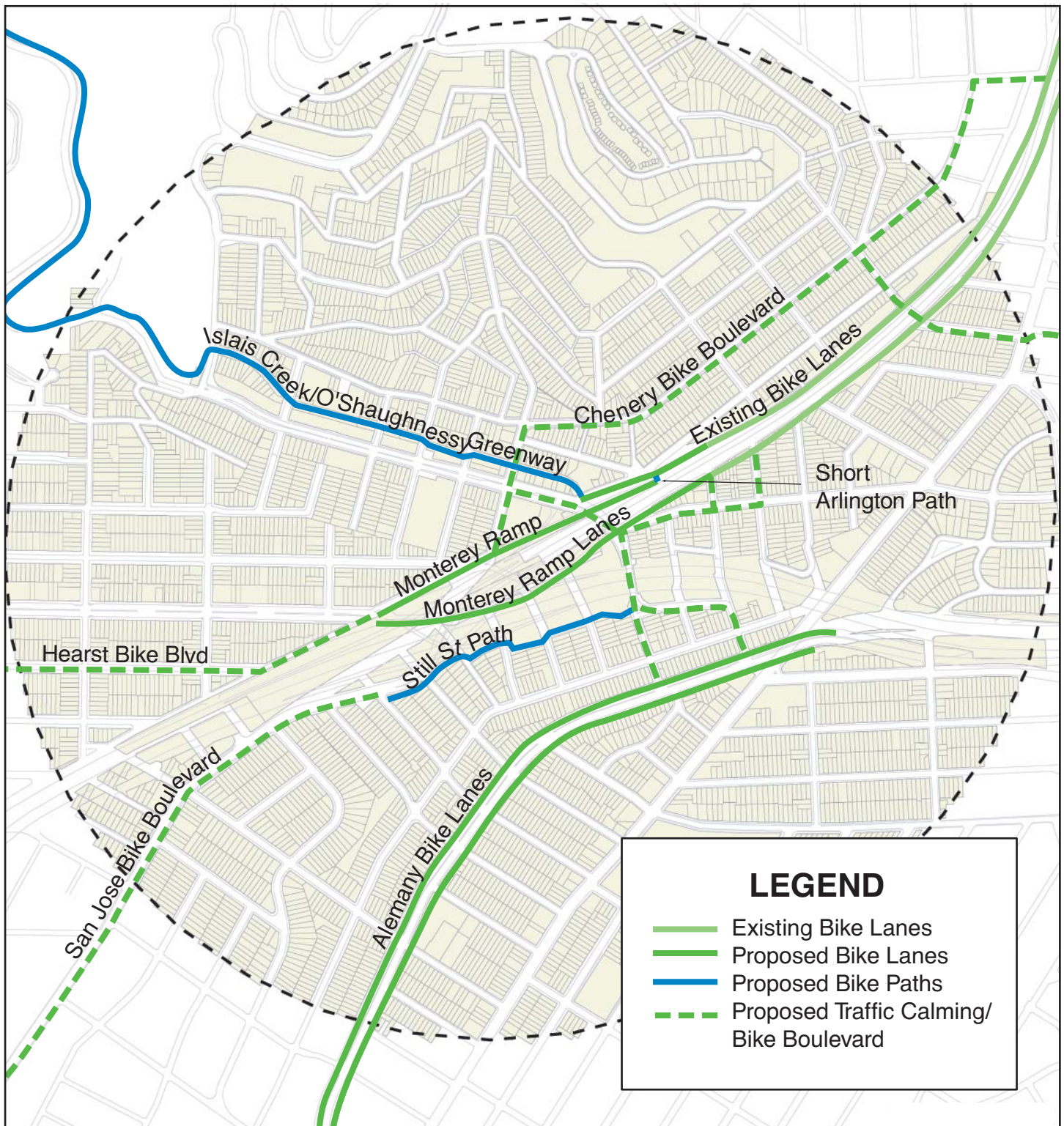


Figure 11: Proposed Changes to the Bicycle Network

Glen Park Community Plan



EDAW

5. *Complete the Bike Network*

There are several important bicycle projects that would help complete not only a Glen Park bike network, but key components of the citywide bike network:

- **Monterey Boulevard-to-San José Avenue Bike Lanes.** There is sufficient room on the existing city-owned ramps from Monterey Boulevard to San José Avenue to stripe bike lanes without any loss of traffic capacity. In the northbound direction, lanes can be striped from the Diamond Street/Monterey Boulevard intersection along the ramp to San José Avenue, tying in with the existing bike lane at Milton Street. In the southbound directions, the bike lane would continue down the Arlington Street ramp to the stop sign, where a very short path could be cut to the Monterey Boulevard ramp. A bike lane can be striped on the Monterey Boulevard off-ramp all the way to Diamond Street. At Diamond Street, the existing Monterey Boulevard center median can be moved five feet to the south to allow both bike lanes to be extended to Monterey Boulevard and Circular Avenue.
- **San José Avenue to San José Avenue Bike Path.** Currently, it is very difficult to cycle along San José Avenue from one side to the other of I-280. To improve this connection, the existing path along the Still Street right-of-way can be upgraded into a true multiuse path. With some modest intersection improvements at Theresa Street and San José Avenue, a few sidewalk widenings and some curbcuts, cyclists could safely travel northbound from San José Avenue via the Still Street path to Lyell, Bosworth and Milton Streets to reach the Bernal Cut portion of San José Avenue. In the southbound direction, they would use Arlington Street to Bosworth Street to Still Street. To be most effective, traffic-calming improvements on Bosworth and Still Streets, such as the proposed roundabout, are recommended.
- **Islais Creek and O'Shaughnessy Boulevard Bike Path.** The Islais Creek Greenway proposed in the "Greenway Connection" section of this report would make an excellent bike connection to the existing O'Shaughnessy Boulevard multi-use path. The O'Shaughnessy Boulevard path can also be significantly widened by eliminating surplus roadway, which would also allow for a landscaped buffer between the road and the multi-use path.

- **Alemaný Bike Lanes.** The City is already considering eliminating one or more travel lanes on Alemaný Boulevard to stripe bike lanes from the Glen Park area all the way to Daly City.
- **Better Bike Parking.** With all these bike improvements, better bike parking will be necessary. Additional bike racks should be installed in the commercial district. Moreover, bike racks inside the paid area of the BART station, such as in the unused space on the freeway side of the mezzanine level, should be explored by BART.

Implementing Actions – Complete the Bike Network

Priority Actions: 1-2 years:

- DPT should consider striping bike lanes on the Monterey Boulevard-to-San José Avenue ramps.
- DPT should consider striping bike lanes on Alemaný Boulevard.
- BART should consider adding bike racks on the station mezzanine level.

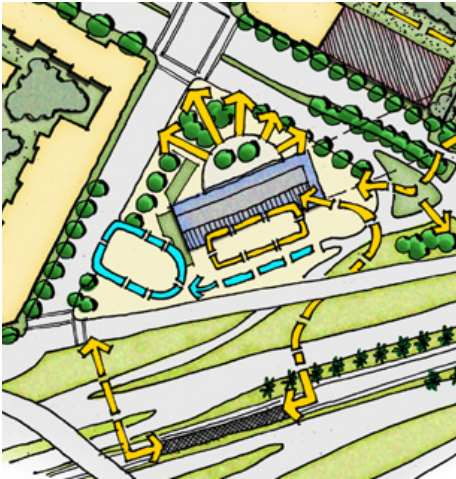
Short-term: 2-5 years

- DPT should identify funding for and implement improvements to the Still Street bicycle path.
 - DPT should consider improvements to the O'Shaughnessy Boulevard path.
 - Various city agencies should design and construct a pedestrian/ bicycle path on the Greenway, Connection between the Glen Park "downtown" and Glen Canyon described in more detail in its own section of this document.
-

Make Better Transit Connections

In order to capitalize on Glen Park's great transit accessibility, the following transit improvements are recommended:

- **Consider extending the #35 bus to the station.** With its extension to Millbrae and San Francisco airport, BART serves a two-directional commute. In order to improve connections to southbound commuters, the #35 bus from the Castro should be extended to the



Yellow arrows illustrate new pedestrian connections and blue arrows illustrate new bus connections



Illustration of the new BART connections

BART station, perhaps using Roanoke, Chenery, Arlington and Mateo Streets to turn around.

- **Identify an ADA accessible bus and van drop-off point.** BART and Muni should work cooperatively to ensure that wheelchair users can access the BART station. This will be challenging given the grades of the streets surrounding the station, so it may be necessary to find the best possible accommodation within the existing grades.
- **Create an accessible connection between BART and the Muni J-Church line.** In rethinking San José Avenue, ensure that the Muni J-Church line becomes more accessible to both the neighborhood and BART. It is possible to build a level pathway from the freeway side of the BART mezzanine over the Bosworth Street/I-280 on-ramp to the edge of San José Avenue. If stoplights are installed at, for example, Milton and Rousseau Streets, it would also be possible to install an additional pedestrian-activated stoplight to allow Muni J-Church passengers to cross San José Avenue at grade, avoiding the unpleasant stairway and avoiding the expense of a platform elevator.
- **Consider creating a bus loop around the BART station.** There is sufficient right-of-way on the back side of the BART station to create a road from Bosworth Street to the upper plaza and out to Diamond Street. This could be a one-way bus/taxi loop that could provide two loading and layover bays for Muni buses and six taxi positions. An additional set of fare gates could be installed across from the existing fare gates so passengers could easily reach this loop. Such a project would be costly, but it would greatly enhance the station's functionality as a major intermodal center.
- **Consider better overall integration of Muni routes and BART stations.** Muni's route structure throughout the Glen Park, Outer Mission and Excelsior-area neighborhoods is based around lines that pre-date BART and the growing "reverse commute" out of Downtown San Francisco. Muni should examine how travel patterns have changed and consider modifying some of its routes accordingly. Muni should also work to improve the reliability of its "Community Service" lines through operational improvements or by shortening them and doing "pulse" schedules at key nodes such as the Glen Park BART station.

Implementing Actions - Better Transit Connections

Priority Actions: 1-2 years

- Muni should study how to extend the #35 bus to the BART station in the short-term and implement recommended actions.
- Muni and BART should work jointly to improve ADA access to the BART station and Muni J-line platform.

Short Term: 2-5 years

- The SFCTA, Muni, and the Planning Department should work together to examine the overall transit route structure in the south-central neighborhoods of San Francisco.
- The SFCTA, BART, Muni, and the Planning Department should work together to study potential long-term capital projects to create an accessible connection to the Muni J-Church stop and a bus loop around the BART station.

Long Term: 10 or more years

- Construct capital improvements to the BART station and Muni J-Church stop.
-

6. Congestion Management

In considering any of these changes, it is important to understand some rules about traffic planning in a built-out city such as San Francisco. The city stopped building elevated freeways long ago, and its streets are not getting any wider. As a result, it is generally not possible to expand the overall transportation network's ability to carry more cars. Spot improvements can be made to alleviate local bottlenecks, but these improvements generally have the effect of moving the congestion around – not reducing it in a holistic way.

As a result, the key task of traffic planners is to decide where congestion best goes, and to adjust the network to spread congestion out evenly and locate it in places where it has the least impacts.

For Glen Park intersections such as Diamond/Bosworth Streets, with its complex set of movements, one can limit the number of cars that can make it to downstream streets. On the one hand, expanding capacity at the Diamond/Bosworth Street intersection may have the effect of increasing congestion elsewhere. On the other hand, it is not a particularly good place to put congestion, right in the heart of the commercial district with a high volume of pedestrians.

DPT may want to explore relocating some congestion to places where there are fewer pedestrians and vehicular turning movements in order to reduce the impacts on the commercial district. Some places worth exploring include:

- **O'Shaughnessy Boulevard.** With few houses facing O'Shaughnessy Boulevard, some traffic can be "stacked" here by cycling the Elk Street traffic light more frequently, using it something like a freeway metering light. This would have the effect of managing morning peak period traffic heading into Glen Park toward I-280.
- **Monterey Boulevard Ramps.** The Monterey Boulevard ramps from both San José Avenue (city-controlled) and I-280 (Caltrans) offer excellent metering potential since there are no pedestrians or non-vehicular uses on the ramps. It will be critical that cars do not back up into the I-280 mainline, however.
- **Bosworth Street.** Cars heading into Glen Park from westbound Bosworth and Lyell Streets can stack under the San José Avenue and I-280 overpasses, with limited impacts on residents.

Implementing Actions - Congestion Management

Short Term: 2-5 years

- DPT should conduct a traffic study to evaluate ways of relocating traffic congestion away from the Bosworth/Diamond Street intersection.
 - DPT should consider overall congestion management in any traffic improvements in the Glen Park neighborhood.
-

IV. Land Use/Urban Design Framework

A. Glen Park's Unique Character

Glen Park combines many of the best features associated with dense urban neighborhoods, i.e. a strong local-serving retail center within walking distance of many homes and extensive transit service connecting to other parts of the City and the region. The neighborhood also has the characteristics of a small town including access to a wide range of open spaces and extensive community facilities for families with children such as an elementary school and the library. The community's distinct topography, the eclectic mix of housing styles, and the small-scale nature of both the buildings and the streets further contribute to Glen Park's distinct identity.

History has shaped Glen Park and will continue to influence it in years to come. Dating from the early days of San Francisco, the community has evolved from disparate homesteads and pastures into a complex pattern of streets, buildings and architectural styles, open spaces, and modes of transit winding over the hills.

Topography has greatly influenced the area's urban form, resulting in a web-like street system crossing steep terrain, generally radiating from what is known today as the "downtown" or "village" center. This is unlike most other neighborhoods in San Francisco which developed from a street grid system where a major street is lined with commercial uses. In Glen Park, hidden between homes and streets also exists an intricate collection of narrow alleys and pedestrian walkways, which only the careful observer or neighbor "in the know" would even be aware of.

The "village" center, or neighborhood commercial district, is also unique in that unlike other San Francisco neighborhoods it is focused on two streets, Diamond and Chenery Streets, rather than just one. These streets are lined with one-, two- and three-story buildings with streetfront shops and restaurants.



*Convenient, pedestrian friendly downtown
Glen Park*



Village includes several different styles and uses

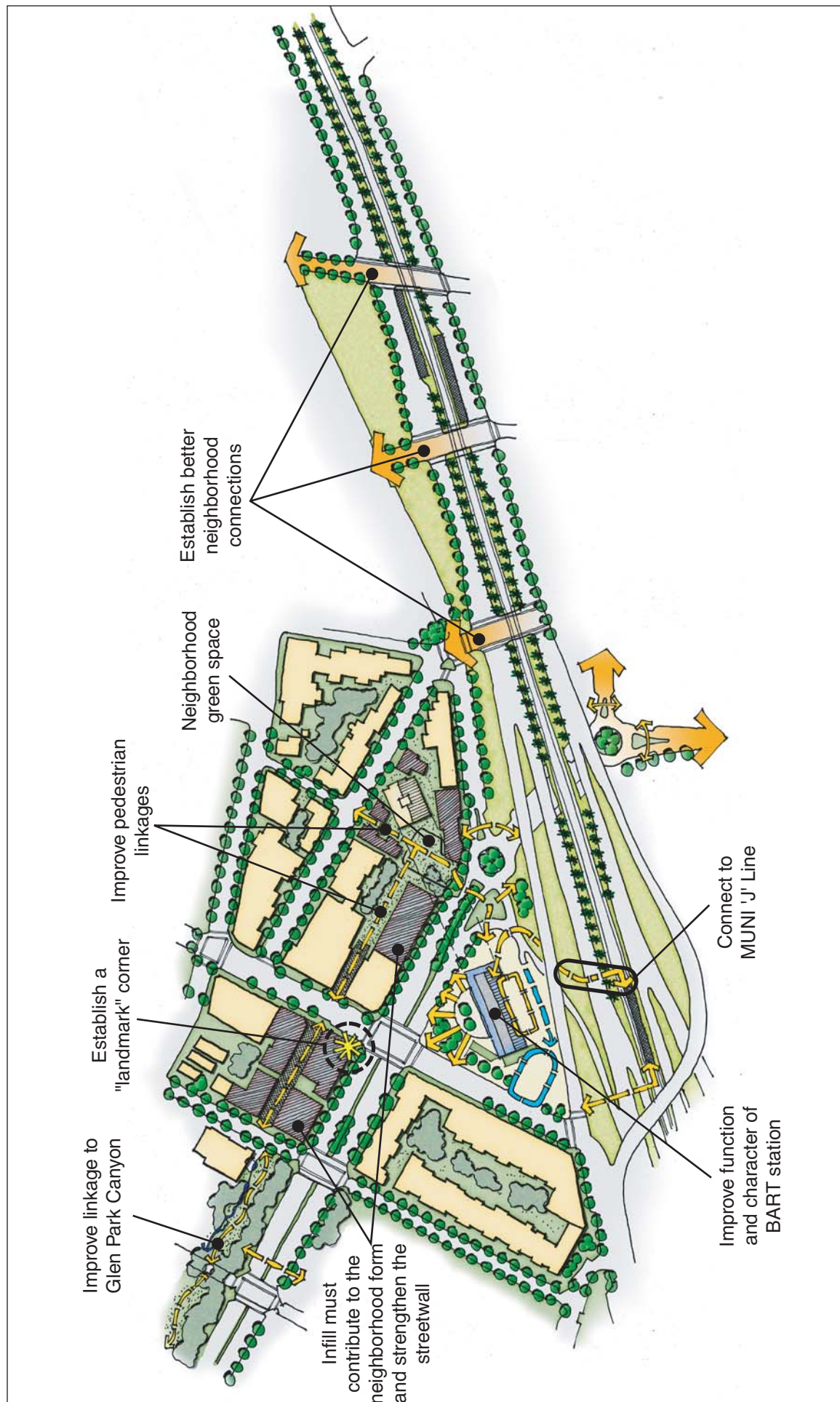


Figure 12: Urban Design Framework Diagram

Glen Park Community Plan

Massive public infrastructure projects built during the late 1960s and early 1970s including the Glen Park BART station and constructing San José Avenue as the first portion of a larger freeway network had a big impact on the area's overall form. The BART station, located in immediate proximity to the area's commercial core and within easy walking distance of the many neighborhoods which surround it, is unique because it is built at-grade, meaning transit riders may walk directly from adjacent streets to the station's mezzanine level.



Centrally-located BART Station

San José Avenue is essentially a partially elevated freeway cutting through the center of this plan area, creating a visually obtrusive and significant physical barrier between neighborhoods. An often unnoticed and isolated component of San José Avenue is the Muni J-line, which runs through the roadway median.

Another important element of Glen Park is its unique open space system, including Glen Canyon Park boasting a collection of active and passive recreational amenities, and several informal “green fingers.” These amenities traverse steep hillsides and include hidden resources such as Dorothy Erskine Park and Islais Creek which flows freely in Glen Canyon but disappears into a pipeline under the neighborhood.

When viewed in total this collection of distinctive attributes form the unique quality that is Glen Park today. In the spirit of this Community Plan's vision statement, this plan also includes a series of urban design recommendations to guide change in Glen Park in a manner that protects and enhances these attributes.

B. Land Use Recommendations

The land use recommendations included in this plan have been developed in response to two major factors. First is the community's goal to maintain their distinct community identity. As a result of this community planning process it was unanimously concluded that the traditional pattern of land use should be respected, and that other new development in the “downtown” should support this pattern. Second is an understanding of the interaction between real estate market forces and physical development opportunities in the neighborhood that will result in a series of development options for Glen Park.



The many “layers” of Glen Park

The plan's recommendations define the optimal intersection between community aspirations and market forces so that future development can proceed in a way that maximizes the benefits of change while minimizing the negative consequences. Thus the plan seeks to further strengthen the relationships among its key land uses: open space, commercial, and housing, while ensuring strong connections between these land uses and the community's transportation infrastructure including both roads and transit.

This land use discussion only addresses the traditional Glen Park neighborhood commercial core area, including segments of Diamond and Chenery Streets, segments of Bosworth Street and Brompton Avenue, and Wilder Street. No land use changes are proposed to the residential areas surrounding the commercial district.

1. Public Open Space

Glen Park is fortunate to have a mix of public open spaces, including playfields, areas dedicated to protection of natural resources, informal green spaces, and a host of other amenities. While Glen Park has a rich mix of open space, the "downtown" area lacks a significant public space.

Several unique opportunities exist to bring outdoor public places to the "downtown" in the form of a continuous linear greenway, connecting "downtown" and Glen Canyon Park. A public utilities easement crosses through the neighborhood, just north of and parallel to Bosworth Street. Ironically, this easement exists to accommodate a pipe which carries storm water from Islais Creek through the area, generally following the creek's natural alignment. This is ironic because the lands bury a potential amenity (the creek). No buildings may be built directly on top of this easement, but roads, paths and landscaped areas may be.

The "Greenway Connection" section of this plan describes recommendations for development of this greenway, including the development of a pedestrian and bicycle path and the opportunity to bring Islais Creek back to the surface using existing publicly-owned lands.

2. *Interrelationship Between Housing, Commercial Uses, and Parking*

In traditional plans, housing and businesses are often treated as separate and distinct land uses with little or no direct relationship, and parking would be considered merely as a supporting use associated with the other two. However, in Glen Park, the interaction among real estate market conditions, opportunity sites available for future development, various infrastructure issues and the community goals indicate that these uses must be considered as a tightly linked “bundle.”

Although the retail uses in Glen Park are relatively healthy, they still face many economic challenges from larger retail nodes that may be more easily accessible, and offer a wider variety of household goods and services, or both. One way to ensure strong and ongoing support for these businesses is to encourage reinvestment in the area’s buildings so that the neighborhood commercial district continues to appear vibrant and well maintained. Thus development should be encouraged on opportunity sites in the “downtown” that will allow for some new retail development, but that will also bring new housing into the area. Some new retail space, if it is in the existing “downtown” area, will help to create a larger core of retail offerings in Glen Park. This increase will contribute to the critical synergy between local stores by giving shoppers an expanded opportunity to shop for a wider range of goods and services locally, rather than having to go elsewhere. While new residents will have only a limited direct impact on the viability of existing businesses, even this small increase in local expenditures will help the local businesses.

But beyond this synergistic relationship between new housing and the existing retail uses, existing residents of Glen Park will also benefit from having a stronger and more vibrant “downtown.” The indirect effect of new residential development may be even more important than the direct impact. New investment provides a strong and critically important signal to retailers, existing local residents who might not shop in Glen Park now, shoppers from outside the area, future homebuyers, and other real estate investor that this is a stable healthy attractive neighborhood with a positive future. The money and activity that all of these groups bring to Glen Park will be critical to the village’s ongoing success.



Mixing of neighborhood shops, restaurants, and houses



Homes and businesses along Bosworth Street



Sketch illustrating higher density infill housing

In addition, new housing in the “downtown” area will be in buildings with multiple stories of stacked unit, either apartments or condominiums depending on developer preferences. These densities will be required to meet developers’ return expectations based on land current values and construction costs. Such units tend to be less expensive than single family housing, especially in Glen Park; and will offer additional more affordable housing opportunities for people to who want to live near transit and a shopping district so that they can reduce their need to own or drive a car. In particular this type of housing meets the needs of older people and young adult households without children.

Parking too is a critical issue for these land uses. Retail businesses are very sensitive to having adequate parking available to their customers. Even in Glen Park where many people walk to “downtown,” there are still some people who would rather drive and need places to park. However, residents who live very close to good transit service, like the service in Glen Park, tend to own fewer cars and to need less parking. Here again there is a critical relationship between two key land uses. Housing in the village town center needs less parking because of the proximity to transit and to stores, allowing more space to be freed up to provide parking for shoppers. This balancing between providing less parking for housing while providing more parking for retail will be a critical factor in making both uses successful over the long term. The parking recommendations described in the Transportation Framework section of this plan (“Get the Parking Right”) address these issues in Glen Park.

3. Shops, Services and Restaurants

To keep the special mix of stores in Glen Park’s commercial core strong, future commercial uses should remain predominantly along Diamond and Chenery Streets, where mixed-use development is also encouraged. A handful of small shops are located outside of these general boundaries (including two bakeries and a dry cleaner, fronting Chenery and Bosworth Streets) and should be encouraged to remain in their present locations; however, other future shops, restaurants or services should not be allowed to occur outside of the commercial core area. This plan does not recommend any changes to the current neighborhood commercial (NC-2) zoning boundaries. The Diamond Street commercial corridor extends between Circular Avenue and Chenery Street and should not be extended. At least four commercial uses are currently

located just north of the intersection of Chenery Street, and should remain the northernmost limit of commercial activity on the street.

This effort to concentrate rather than expand the retail district is specifically designed to support small locally owned businesses in two ways. First, concentrating retail uses in one small area maximizes the benefits these stores receive from co-locating near each other with the new grocery store acting as anchor for the district. The small non-chain stores are much more dependent on this type of synergy than the bigger chains who can boost sales with nationally targeted advertising campaigns. Second, the rents for retail space in any new mixed-use buildings are likely to be somewhat higher than existing rents. If the location is more marginal, i.e. on the district's periphery, and rents are higher, it will be much easier for developers to tenet their new space with chains who can both pay the high rents and survive in the less desirable location than to seek out smaller operators whose future success may be more questionable. If the BART parking lot were ever developed, even this location is too far from the district's retail core to provide the best opportunity for small and locally owned stores.

- **Diamond Street:** The Diamond Street commercial corridor extends between Circular Avenue and Chenery Street and should not be extended. At least four commercial uses are currently located just north of the intersection of Chenery Street, and should remain the northernmost limit of commercial activity on the street.
- **Chenery Street:** The Chenery Street commercial corridor extends between Diamond Street and Castro Street on the north side of the street and Carrie Street on the south side. The overall length of this corridor should not be extended.
- **Bosworth Street:** New commercial development fronting onto Bosworth Street should only occur at the intersections of Diamond and Arlington Streets. Commercial uses located on the corner of Bosworth and Diamond Streets may extend westward along Bosworth Street to approximately mid-block, between Diamond Street and Brompton Avenue. No commercial uses may occur along Brompton Avenue. In the event that the existing BART parking lot is redeveloped, a small commercial use may occur on the corner of Bosworth and Arlington Streets. Other commercial uses are not allowed on this site because

they may draw away from the strength of the traditional commercial core area.

4. *Housing*

A key element contributing to the vitality and character of Glen Park is the wide variety of housing types found throughout. This fine grained collection of building and housing types invites the opportunity for many different members of the community to live in close proximity to one another, shops, restaurant, and services, public amenities and services, and many types of transit. This pattern should continue.

This plan includes recommendations for housing in the commercial core and near the BART station. In “downtown” Glen Park, residential land uses including town homes, flats or senior housing may occur and are highly encouraged throughout the described plan area.

- **Diamond and Chenery Streets:** residential land uses should only be developed as a part of mixed-use buildings with ground-floor commercial uses along Diamond and Chenery Streets in the commercial core.
- **Brompton Avenue:** Residential uses only should occur on the western half of the block between Brompton Avenue and Diamond Street (block side facing Brompton Avenue).
- **BART parking lot and area around transformer:** Residential uses should be the predominant land use on the BART parking lot, with only a small commercial space being allowed as described on the corner of Arlington and Bosworth Streets. New residential development only should also occur on the other portions of the block facing Arlington and Wilder Streets where residential uses currently exist.
- **San José Avenue:** Residential uses should be developed if new parcels are created by the redesign of San José Avenue.

C. Design Recommendations

The character and vitality of a place is influenced by many considerations including the collective experience of streets, buildings and open space areas. This section provides a hierarchical description of the desired character of public streets and

places, important potential infill or redevelopment areas, and the placement and appearance of buildings, which are described in the following subsections:

1. **Public Realm:** This describes the recommended design considerations and desired character of streets and the development that fronts them throughout the plan area.
2. **Design Guidelines:** This includes recommended design guidelines for commercial and mixed-use development in “downtown” Glen Park
3. **Site-specific Design Recommendations:** This provides a qualitative discussion of the recommended character of new development at key areas in the plan area.
4. **Greenway Connection:** This describes the recommended design considerations for a greenway connection between “downtown” Glen Park and Glen Canyon.

1. *Public Realm*

More than almost any other single element of city form, the scale and quality of streets and public facilities influences the character of a place. Of key importance is that they are owned, designed, maintained, and controlled by the public. Therefore, their design should result in the creation of attractive and inviting places that meet the needs of pedestrians, bicyclists, and motorists.

Blocks and Streets: Two fundamental considerations to the success of a highly walkable place are scale and convenience. The fine-grained street and block system within much of the plan area is successful and should be protected and enhanced. Unusually large development areas can make for a long and often arduous walk. Consequently this plan encourages new development to consist of smaller parcels broken up frequently with alleys consistent with those found throughout Glen Park; allowing for easy orientation and direct access to transit, shops, parks, schools and neighborhoods.

An interesting attribute of Glen Park is its unique collection of lanes, alleys, stairs and informal pedestrian-ways. Some opportunities to strengthen this system include the redesign of Kern Street to a pedestrian street, the development of “green streets” in conjunction with Islais Creek, the installation of a pedestrian and bicycle path between Glen Canyon and the BART station, and a pedestrian extension of Carrie Street at Wilder Street leading toward the BART station.



Interconnected and fine-grained street and block pattern



Maintain and enhance existing streetwall

Streetwalls: The collection of buildings lining the street, or the “streetwall”, also influences an area’s character. This plan encourages buildings and their entries to be built close to the sidewalk, with only a minor set back for landscape and porches in strictly residential areas. Building facades also help define neighborhood character. Ground-floor shops and services should relate to the sidewalk, with large visually permeable windows and clearly marked entries, in keeping with the traditional streetfront uses already found in Glen Park. Similarly, residential-only buildings should be designed with a modest set back, allowing for shallow planting areas and legible “front doors”, like many of the older homes located within the neighborhood.



Conceal structured parking from view

Parking: The placement and treatment of parking greatly influences an area’s appearance and walkability. The number of curb cuts for driveways should be limited to the greatest extent feasible to ensure largely uninterrupted sidewalks and pedestrian zones. Efforts should be made to screen structured parking with either perimeter development (housing or shops) or architectural detailing. Long, blank monotonous walls surrounding parking areas (below residences or shops) should be avoided.

Excessive curb cuts reduce the amount of on-street parking and the benefits it provides, including parking spaces for visitors and a safety barrier for pedestrians from traffic.

Sidewalks: Each of the streets in the plan area should be lined with shaded sidewalks, providing safe and convenient walking opportunities. Clearly defined crosswalks and sidewalk extensions in the form of bulb-outs should be installed at street intersections throughout. The width of sidewalks should be established to best meet the needs of those who will use them.

Sidewalks should be the widest near the BART station, where the highest volumes of pedestrians are likely. They should be designed to accommodate the movement of people during peak commute hours, while allowing for rest and social interaction.

In commercial and mixed-use areas, sidewalks should be designed to accommodate intermittently high volumes of people. They should be designed considering their mixed-use function, accommodating passers-by, window shoppers, outdoor dining and shopping, special events, and street furniture including benches, and street lights and trees.

Sidewalks in neighborhoods should all be wide enough to accommodate comfortable daily use by residents and allow for street tree planting.

This plan recommends that a streetscape master plan be prepared for the Glen Park village, including the sidewalk recommendations above.



Sketch of “mixed-use” sidewalks

Street Trees: Sidewalks throughout the plan area should be lined with large canopy shade trees. In areas where the existing sidewalks allow enough room for street trees, they should be installed. In areas where existing sidewalks are too narrow to accommodate street trees, they should either be planted in small tree wells located between parking spaces within the street itself (such as along Diamond Street), or where feasible, the sidewalk should be widened to accommodate tree planting. This plan recommends that a streetscape master plan be prepared for the Glen Park village, including the street trees recommendations above.

Other Streetscape Improvements in the Commercial Core: The community expressed interest in a number of other streetscape improvements in Glen Park’s commercial core, including the following:

- Undergrounding utilities
- Uniform lighting
- Special paving at the Bosworth/Diamond intersection
- Consolidating signage
- Consolidating news racks
- Public art projects

This plan recommends these suggestions be carried forward in the development of the streetscape master plan for the Glen Park commercial core. While undergrounding utilities may appear in concert with community desires to add more street trees, there are potential conflicts. Especially on streets with



Streetscape design concept for San José Avenue

narrow sidewalks, undergrounding of utilities may displace available rootspace for trees. The streetscape plan should be developed in coordination with DPW and PG&E to ensure appropriate accommodations are made. Once the streetscape master plan is complete, local residents and merchants should consider establishing an assessment district to fund the detailed design and construction of elements of the streetscape plan.

Streetscape Design for San José Avenue: This plan recommends the redesign of San José Avenue with the intent of changing its currently inconvenient and unattractive qualities. The transportation section of this plan describes recommended roadway design changes. In addition to these functional considerations, an exciting opportunity also exists to greatly enhance the roadway's appearance. As this idea was discussed during the planning process, community members discussed San Francisco's Embarcadero and Dolores Street, both wide, busy and highly attractive streets with medians.

This plan recommends that a streetscape master plan be prepared for the redesigned San José Avenue, including the use of large canopy shade trees along its sides, and a completely redesigned transit-median. The median area should be transformed from its currently utilitarian appearance to a more attractive landscaped area possibly including the use of palm trees.

2. *Design Guidelines*

The following design guidelines provide recommendations for building placement and design for all new development in the Glen Park commercial core. The spirit of the guidelines is to ensure the creation of highly walkable and attractive places to live, shop and visit. The quality of architecture greatly influences the experience of place. The intent of these recommendations is to promote building types and use of materials that convey a sense of permanence over "theme", meaning that several different architectural styles may be appropriate, rather than a single style, as long as they respect their context and are well built. That being said, there are a handful of fundamental design characteristics that are recurrent within the Glen Park commercial area, from which new buildings should take cues. All designs for mixed-use and residential multiple family buildings located within the commercial district should comply with the following general recommendations and as noted for key sites.

Buildings should be built to the sidewalk: Building set backs should be established in keeping with the land uses they would house. In general, there should be little or no set back between the front of buildings and sidewalks.

- **Mixed-use buildings:** Mixed-use buildings with ground-floor shops should be built to the sidewalks in order to create an interesting and inviting walking environment. Some set back areas, not exceeding 30% of the building's frontage, may be developed to accommodate building entries, seating and outdoor dining or display areas. Portions of retail facades may be recessed as little as three feet and as much as eight feet to accommodate these uses.
- **Residential buildings:** Residential buildings may be set back from sidewalks up to ten feet to accommodate building entries, stairs, porches, small gardens and landscaped areas.

Repeat the rhythm: Building facades should follow a simple rhythm of bays, similar to other buildings found in the Glen Park commercial core. Rhythm refers to the typical pattern of building divisions or structural bays found along a streetwall. Buildings in the commercial core should have a rhythm that places structural bays at 25- to 50-foot increments. In places where the site is not flat, buildings should “step” with the terrain at these increments.

Building facades: Buildings must include a clearly defined base, middle and roof.

The design and use of a building's ground-floor has the most direct influence on the street-level pedestrian experience. As such, ground-floors (the base) of mixed-use and multiple family residential buildings should include active uses and visually interesting edges. For ground-floor commercial uses the building façade should be composed of a clearly legible framework of structural bays, flexible enough to offer the potential for varied and interesting street-front shops, restaurants, entries, lobbies, or residences.

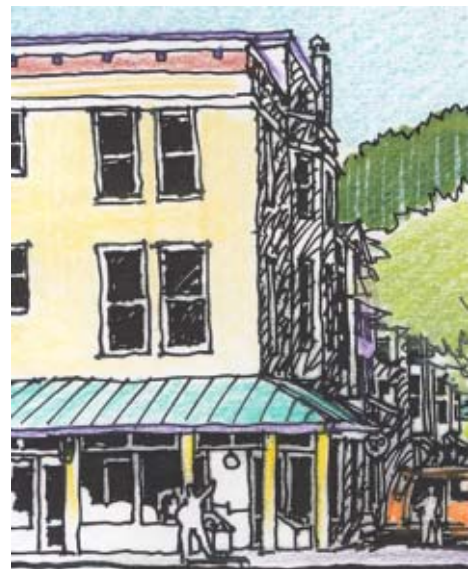
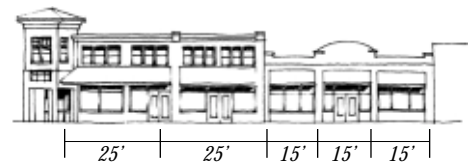
- Ground-floor ceiling heights should be at least 12 feet above the finished floor elevation.



Mixed-use building which relates to and interacts with the public sidewalk



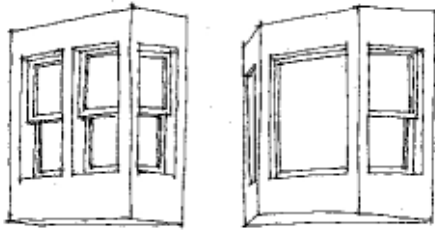
Mixed-use building with set back entry and large windows



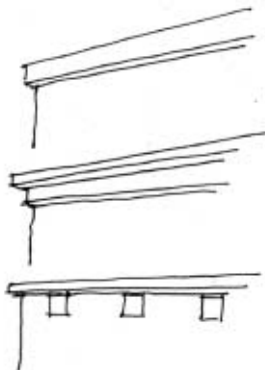
Building with defined facade: pedestrian-oriented ground-floor, detailed midsection, and cornice



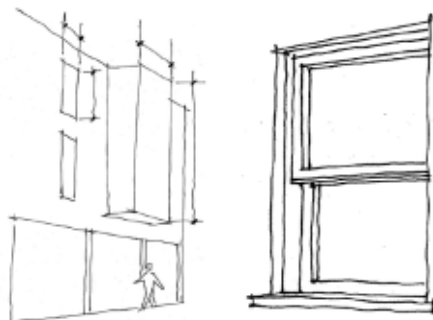
Grand floors should have larger windows, while upper floors should have smaller, vertically oriented windows



Bay windows and other projections add interest to the building midsection



Roofing should have cornices or other elements to add interest



Avoid long blank walls and garage doors

Deep window reveals add contrast and interest to building facades

- Street-facing commercial building facades should include large street-facing, visually permeable windows, detailing, and clearly defined building entries, with at least 75% transparency.
- Ground-floor uses should be distinguished from the building's middle uses through the use of awnings, belt courses, or other architectural elements.
- Ground-floor residential uses should also follow a discernible rhythm and have direct access to the sidewalk with well defined individual unit entries, possibly including porches or stairs.

The middle section of buildings should be clearly distinguished from the building base and be articulated with smaller, vertically oriented windows (1.5:1), and balconies or projections, such as the bay windows typically found throughout the neighborhood. These architectural elements should be organized vertically to match the rhythm of ground-floor bays.

The top of buildings should be defined with a cornice, eave or other visually distinctive element. Peaked and unusual roof shapes on mixed-use buildings are appropriate only on buildings that play a prominent role in the plan area. Roof parapets should be simply articulated and adorned for visual interest. Peaked roofs may be used only on residential buildings.

Façade articulation: All building facades that are visible from a public street or area, or residential neighborhood should include three dimensional detailing such as belt courses, window moldings, balconies and reveals to cast shadows and create visual interest. Additional elements that may be used to provide visual interest include awnings, projections such as bay windows, trellises, balconies, and detailed parapets. Long blank and monotonous walls should be avoided. Window reveals should be a minimum of 2 inches deep, and trim should be at least 3 inches wide.

Parking and access: New curb cuts should be prohibited on Diamond and Chenery Streets. Parking should be provided below grade or in lots set back 25 feet (behind building), with a maximum garage door width of 8 feet. Blank walls abutting parking areas should be no more than 30% of the building's street-facing width.

3. Site-specific Design Recommendations

As a result of this planning process three sites within Glen Park were identified in which significant change could occur:

- BART parking lot and transformer site.
- Glen Park BART station.
- Privately-owned property on the northeast corner of the Diamond/Bosworth Streets intersection. This property is located in the western half of the block bounded by Diamond, Bosworth, and Chenery Streets and Brompton Avenue.

These sites received a focused level of attention because of their prominence and importance to the overall form and character of Glen Park, and the likelihood that change could occur on each. A general consensus was reached during the planning workshops that because of their importance to the greater community, any new development on these sites should be highly sensitive to their context and should strive to achieve several goals ranging from appearance to pedestrian connectivity. The following outlines the fundamental design considerations recommended by this plan for each site.

BART Parking Lot and Transformer Site

This oddly shaped and sloping site, fronted by Bosworth, Arlington and Wilder Streets, is across the street from the BART station and is immediately adjacent to Glen Park's traditional commercial district. Uses on the site include 54 BART parking spaces, and a square-shaped building housing electrical equipment. This site is encumbered by two easements, including one owned by the SFPUC, which generally traverses the site from west to east, and another which crosses north to south above the BART "box" containing the underground BART platform.

As discussed in the Land Use Recommendations section of this plan, it is recommended that this site be redeveloped with housing and a very small amount of neighborhood commercial space. Should these development opportunities be pursued, the following design recommendations should be followed:

Figure 13: Plan View of Potential Infill Development in the Existing BART Parking Lot and Transformer Site



Open Space:

- A pedestrian path should be established along the entire length of the SFPUC easement, linking Diamond and Arlington Streets. Because this area would be developed with predominantly residential uses and be next to existing residences, this path should be developed as a tree-lined greenway. Taller trees should be planted along the path's north side (adjacent to existing homes) to help weave the new development into the neighborhood fabric. No buildings should be allowed on top of this easement.
- A combination of paths, plazas and landscaped areas should be developed above the BART "box" easement. BART passenger platforms and train tracks are located below this easement. Although buildings may be built over this easement, the development conditions to do so are very costly (particularly in the southern portion of the site where the top of the "box" is relatively close to the surface of the ground), and as such are not recommended in this plan.
- This plan recommends the creation of a plaza between Bosworth Street and the SFPUC easement and a landscaped area between the SFPUC easement and the BART transformer building. The plaza area should

include a central hardscape area, benches, shade trees, and lighting, which may be surrounded by landscaped areas. The landscaped area could be developed with a small community garden, multi-purpose grass area, a children's play area, or some combination thereof.

- A pedestrian path should be established connecting Bosworth and Wilder Streets, following the same general alignment as Carrie Street. This narrow path should be treated as a linear green, similar to that described for the path above the SFPUC easement. In order for this path to follow a straight alignment, an undeveloped parcel adjacent to the west side of the BART transformer building would have to be purchased. This step is recommended for two reasons; first, it will allow the construction of a direct and convenient connection from Wilder Street to Bosworth Street and the BART station; and second, the remaining land could be used for infill development as described below. A path would likely work without this additional land, but it may be required to follow an unusual and steep alignment.

Figure 14: Axonometric Sketch of Potential Infill Development in the Existing BART Parking Lot and Transformer Site



- Pedestrian-scaled lighting should be installed along all paths to ensure nighttime safety, but attention should be paid to ensure that this lighting is not disturbing to adjacent neighbors.

BART Infill Development: Infill development with predominantly residential buildings is recommended for the remaining portion of the BART parking lot and transformer site. Because of the aforementioned easements, slope and unusual shape of the site, this new development could best occur in three discrete locations as described:

- **Bosworth Street Frontage:** A residential-only building could be built facing onto Bosworth Street between an existing residence and the BART “box” alignment near Arlington Street. This plan recommends that a three story residential building be constructed in this area, with shared resident parking located beneath. This site slopes from Diamond to Arlington Streets, and any new development should be constructed to step downhill with the terrain.
- In general terms, this means that when viewed from the street, this building would appear to be a collection of attached individual buildings stepping down the hill with each ground-floor unit having an entry at a slightly different floor elevation, like other homes in the neighborhood, rather than a single large building. Each structural “bay” of this building should be no more than 50 feet wide facing in Bosworth Street, possibly accommodating two or more units each. Ground-floor units should have individual entries that open onto Bosworth Street and the pedestrian path recommended for the SFPUC easement area. The building should be set back up to 10 feet from Bosworth Street to allow for building entries, porches, and a modest landscaped area.
- Depending on the type and size of residences developed, this building would likely include between 24 and 34 units with approximately 22 parking spaces below grade. One driveway curb cut could occur, fronting onto Bosworth Street; because of the site’s topography, it is anticipated that this entry would be located near the east side of the site, close to the BART “box” easement.
- **Arlington Street Frontage:** A three-story residential and commercial mixed use building is recommended for the portion of the site that fronts onto Arlington Street. This site is particularly challenging because

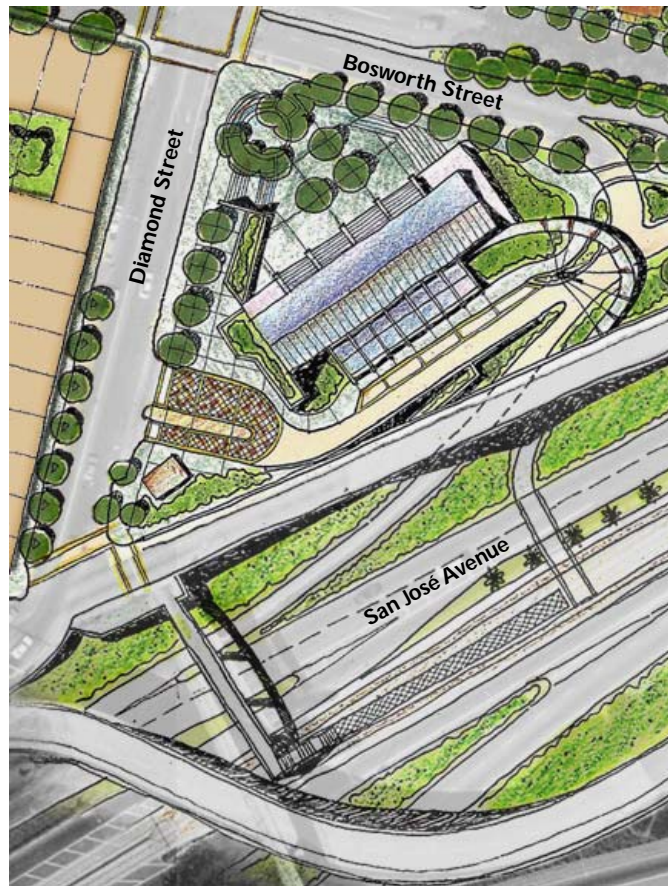
the site slopes and its boundaries are tightly defined by Arlington Street, the SFPUC easement and the BART “box” easement. As studied in this plan, this building could include a small commercial use such as a café on the corner of Bosworth and Arlington Streets with residences above, and residential uses only fronting onto Arlington Street.

- This plan also explores the use of a two-story portal cutting through the building above the SFPUC easement. The space within the opening created by the portal would be large enough to allow for access to the stormwater pipe located in the easement. It is unclear if the SFPUC would allow for this type of construction to occur. Shared parking for residents would be located beneath the building, between the SFPUC easement and the site's northern boundary, with access provided from Arlington Street. Depending on the intensity of development allowed over the SFPUC easement, and the type and size of residences, this building could include between 12 and 16 units, with approximately 12 parking spaces below grade.
- **Wilder Street Frontage:** Two potentially developable sites front onto Wilder Street, located on the west and east sides of the BART transformer building. This portion of the study area is challenged by steep terrain, the existing transformer building, oddly shaped parcels, the BART “box” easement, and some privately-owned land. This plan recommends the construction of three small residential-only buildings in this area with up to eight units and parking beneath. Two of the buildings, on either side of the BART transformer building, could be duplexes, with parking beneath, while the third could be a four unit building.
- Like other homes facing onto Wilder Street, the front doors of new homes should front onto the street. To the extent feasible, garages facing onto Wilder Street should only have single door widths, with the parking area to be shared by building residents. These buildings may be set back up to 10 feet from Wilder Street to allow for building entries, porches and landscaped areas.

Glen Park BART Station

The Glen Park BART station, located on the busiest corner in the plan area, next to the Glen Park commercial district, is at the geographic hub of this planning

Figure 15: Plan for BART Station Redesign



study. Steady streams of pedestrians can be seen walking to and from adjacent neighborhoods, while buses and shuttles come and go as well.

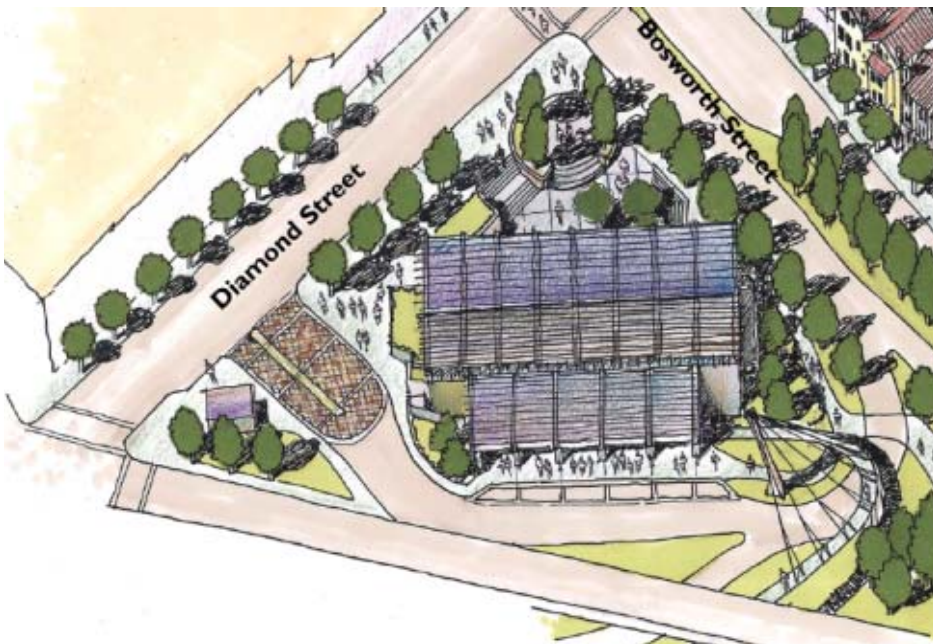
The station itself is conveniently located within close proximity to adjacent streets, and is built at ground level, rather than elevated above or sunk below grade like all other San Francisco stations. This being said, it is also largely screened from view from Diamond Street, and its plaza is essentially fenced or walled off from the adjacent community and much of Bosworth Street. Some of this condition can be attributed to the area's steep terrain, necessitating the use of retaining walls to create flat spaces for station access. In other instances though, the station's primary public space is unnecessarily screened from access. The streets fronting the station are often congested by the combination of buses, shuttles and autos waiting to pickup or drop off commuters. The area directly behind the station is an unused landscaped area, and the small plaza located in the southern section of the station site, which BART calls the "upper plaza", also is largely underutilized.

As a result of this planning process, which included many discussions with local BART riders and field observations, several changes to the station and its site are recommended.

Improve pedestrian access: Despite its convenient location and proximity to nearby sidewalks, pedestrian access to the station is limited by fences and walls. In addition, pedestrian access to the Muni J-line platform located immediately south of the BART station in the center of San José Avenue is not visible from adjacent neighborhoods, is hard to find, is not-ADA compliant and is circuitous at best. This plan recommends four key changes to the pedestrian access points into the station:

- Direct pedestrian access should be built on the corner of Diamond and Bosworth Streets. This could be accomplished by removing the steel fence which currently defines this corner, and by introducing a flight of stairs running diagonal from the street corner, directly to the plaza. These stairs would descend the existing sloping bank, land on the existing circular mini-plaza, and then continue down more steps to the main plaza.
- The existing at-grade access that fronts onto Bosworth Street should be widened eastward to the greatest extent feasible.

Figure 16: Plan for Improving BART Pedestrian Access



- The flight of stairs which opens onto Bosworth Street should be widened to the west, meeting the previously described at-grade pedestrian access way. This would require the removal of an existing retaining wall and concrete wall which bounds the north side of the plaza.
- This plan recommends the creation of an ADA-compliant pedestrian bridge and path linking the BART station and Muni J-line platform located in the center of San José Avenue, immediately south of the BART station . The pedestrian bridge would connect the mezzanine level of the BART station and the sloping bank that flanks San José Avenue. A bridge crossing the proposed bus loop and the existing San José Avenue would be necessary in order to provide an ADA compliant connection. This plan studies the use of a single point suspension bridge built following a parabolic curve pattern, which gradually ascends from the station mezzanine level to above street level, and then goes beneath the nearby San José Avenue off ramp, where it gradually descends to grade on the earth bank which flanks San José Avenue.

Near the San José Avenue pedestrian bridge anchorage, a pedestrian link should be established, which would gradually ascend the bank that abuts San José Avenue across San José Avenue, via crosswalk, to the existing Muni J-line platform. This pedestrian path would need to ascend the bank at an ADA compliant grade and have a safe, well defined signalized cross walk on San José Avenue. An ADA compliant-track crossing area would need to be established and the platform would need to be retrofitted to allow for pedestrian access from the north.

Improve bus and taxi access to the station: This plan recommends the development of a dedicated bus and taxi loop running between the back side of the station and San José Avenue in an unused landscaped area.

- The new bus and taxi lane would enter the station area from Bosworth Street, adjacent to the San José Avenue on-ramp, exiting near the south side of the station onto Diamond Street.
- A taxi-only waiting area would be established immediately behind the station while a bus stop and layover would be developed where the south pedestrian plaza is currently located. This dedicated loop would

require the construction of an elevated or retained roadway between the station and the elevated San José Avenue off-ramp. The loop would need to be elevated in order to accommodate the grade change between Bosworth Street and the south plaza.

- This plan recommends that a new covered outdoor passenger waiting area be constructed, at mezzanine level, on the south side of the station building. Because of the site's topography, a ramp would likely need to be constructed to get passengers from the mezzanine level to the taxi waiting area.
- A new bus plaza would be constructed where the upper plaza currently exists. This area would need to be designed to accommodate through-vehicle movement, bus layover, bus stop and passenger waiting areas. The passenger waiting area should include shelters, benches, appropriate lighting and shade trees.

Property on the Northeast Corner of the Diamond/Bosworth Streets Intersection

This collection of parcels received special attention by this plan because of the prominent location and indication that the property owners that they were interested in redeveloping the site. The site actually consists of five adjacent parcels, two fronting onto Diamond Street and three fronting onto Brompton Avenue. Kern Street bisects the sites and a small city-owned parcel separates the property from Bosworth Street. The site is currently developed with two mixed-use buildings fronting onto Diamond Street, a gravel parking lot, and three residential buildings fronting onto Brompton Avenue. The buildings have fallen into disrepair, and during this planning process many members of the community voicing concern over the buildings' appearance and status.

This plan recommends that these parcels be redeveloped in a cohesive manner which is mindful of and consistent with this plan's vision statement. Redevelopment of the sites should include the development of two mixed-use buildings facing onto Diamond Street and residential-only buildings fronting onto Brompton Avenue. Mixed use buildings are recommended on these sites because new commercial uses along Diamond Street will strengthen the commercial core area and residential uses will contribute to the vitality of

Figure 17: Axonometric Sketch of Infill Opportunity Site on the Northeast Corner of the Diamond/Bosworth Street Intersection



“downtown” and benefit greatly from their immediate proximity to BART and Muni.

An overarching design consideration is that these new buildings fit in well with their context, which currently includes a mix of several smaller buildings built in close proximity of one another, rather than only a few large buildings. This plan recommends that this site be designed as two separate but complimentary parcels, one on either side of Kern Street.

Mixed-use buildings should front onto Diamond Street and residential uses only should front onto Brompton Avenue, along both sides of Kern Street. It is reasonable to assume that both sides of the street could be built following contemporary construction techniques with new development built above podium structures located on either side of Kern Street, and parking located below grade.

There should be a clear visible distinction between the mixed-use and residential-only components of these buildings. Mixed-use buildings should be characteristically similar to other mixed-use buildings found in Glen Park, while residential buildings should appear to be a collection of smaller structures, characteristically similar to the attached and detached single-family homes found throughout the rest of Glen Park.

Kern Street: Kern Street should remain in public ownership, but it should be redesigned as a pedestrian street. Kern Street is envisioned as an inviting urban open space. Automobile use should be limited to noon for delivery and service vehicles. Use after noon could be restricted to pedestrian use, to provide opportunities for outdoor dining, gathering during special events, and walking. Kern Street should remain open to public access.

- In addition to serving an important role in the Glen Park circulation system, this plan recommends that Kern Street serve as a critical link in an open space system linking “downtown” to Glen Canyon. The pavement should be without curbs so as to blend the pedestrian and automobile realm. Kern Street should read as “pedestrian” where cars are temporary guests. If needed, special paving treatments or subtle elevation changes could be used to establish a visual distinction between auto and pedestrian areas.
- Another recommended element of this special street would be a gesture or incarnation of Islais Creek. This could be part of a larger effort to recognize the one-time presence of Islais Creek, which currently runs below the street in a pipe (see the “Greenway Connection” section of this Plan for more detail). One expression of the creek could be as literal as a rill running its length between Diamond Street and Brompton Avenue. A rill is a relatively narrow channel designed to carry water. The rill should be located closer to the edge rather than the center of the street so as to discourage people from driving in it. Street trees should line the north side of the street.

Diamond Street Frontage: Two new mixed-use buildings should be developed where the sites front onto Diamond Street. These buildings should include ground-floor shops and upper floor residences or office space. Neither



Sketch of redesigned Kern Street

Figure 18: Plan for Infill Opportunity Site on the Northeast Corner of the Diamond/Bosworth Street Intersection



of these buildings should be built deeper than the existing commercial buildings found along the north side of Kern Street.

- **Building 1A, on the corner of Diamond and Bosworth Streets:** A new mixed-use building on this site will serve as an important landmark and gateway to Glen Park. This plan recommends a three story building, with ground-floor shop space, second floor office or residential use and residential use only on the third floor. This building could accommodate about eight residential units. Because of a strong desire to maintain and enhance the existing character of “downtown”, the plan recommends the following key design and massing considerations for this building:
- Any new building must be built to the sidewalk along Diamond Street, and as noted in the recommended design guidelines section of this plan. Any new building should also be built to the Kern and Bosworth Streets rights-of-way.
- A well defined ground-floor pedestrian entry should be established facing the corner of Diamond and Bosworth Streets. This entry should

be further reinforced with a special vertical architectural element, possibly including a tower-like form, which could be capped with a special roof element such as cupola or similar element. If this element were to be generally narrow like a tower, it could be up to four stories in height. If it were wider, like a multi-sided bay or similar projection, it should not exceed three stories in height.

- The sides of the ground-floor commercial uses adjacent to Bosworth and Kern Streets should be designed in a manner consistent with the Diamond Street façade, specifically including large store front windows, 25-foot building articulation, and pedestrian access. This is particularly important along Kern Street, which is envisioned by this plan as an inviting pedestrian street. Because of topography, pedestrian access from Bosworth Street may be impractical, but this recommendation should be explored.
- **Building 2A, on the corner of Diamond and Kern Streets:** This plan recommends that this building be a three-story mixed-use building, with ground-floor shop space, and upper floor residential uses. This building could accommodate about eight residential units. Because of a strong desire to maintain and enhance the existing character of “downtown”, the plan recommends the following key design and massing considerations for this building:
 - Any new building must be built to the sidewalk along Diamond Street, also as noted in the recommended design guidelines section of this plan. Any new building should also be built to the Kern Street right-of-way.
 - The side of the ground-floor commercial use adjacent to Kern Street should be designed in a manner consistent with the Diamond Street façade, specifically including large store front windows and pedestrian access. This is particularly important along Kern Street, which is envisioned as an inviting pedestrian street.
 - In order to maintain the desired scale of Diamond Street, the third floor of this building must be set back at least 10 feet from the building's Diamond Street façade. The third floor may be built up to the façade along Kern Street.

Brompton Avenue Frontage: Two new multiple unit residential buildings should be developed where the opportunity sites front onto Brompton Avenue.

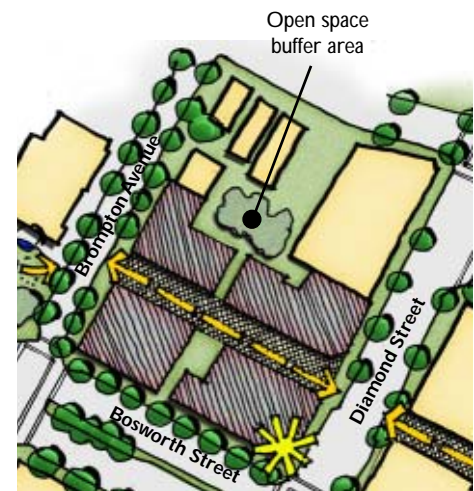
Careful attention should be paid to ensure that the design of these buildings is in keeping with the two- and three-story residences found in this neighborhood. New development could include flats, town homes or a combination thereof. These buildings should not exceed three stories.

- **Building 1B, on the corner of Brompton Avenue and Bosworth Street:** This plan recommends that this building only include residential uses, and may extend between Brompton Avenue and the rear wall of mixed-use Building 1A. Depending on the type and size of residences developed, this could include between 12 and 18 residential units. A challenge facing the design of a building here is the site's unusual topography, which slopes steeply down Bosworth Street and Brompton Avenue.
- Any new development should be constructed to step downhill with the terrain. In general terms, this means that when viewed from the street, this building would appear to be a collection of attached individual buildings stepping down the hill with each ground-floor unit having an entry at a slightly different floor elevation, like other homes in the neighborhood, rather than a single large building. Each structural "bay" of this building should be no more than 50 feet in width along Bosworth and Kern Streets and Brompton Avenue, possibly accommodating two or more units. Ground-floor units should have individual entries that open onto Bosworth and Kern Streets and Brompton Avenue. The building should be set back up to 10 feet from the streets to allow for building entries, porches, and a modest landscaped area.
- A common open space area should be located near the central portion of the building, with pedestrian access from both Kern and Bosworth Streets. The open space should align with the neighbor's rear yard.
- **Building 2B, on the corner of Brompton Avenue and Kern Street:** This plan recommends that this building only include residential uses, and may extend between Brompton Avenue and the rear wall of mixed use Building 2A. Depending on the type and size of residences developed, this could include between 8 and 14 residential units.
- Unlike the site for building 1B, this site is essentially flat. Nonetheless, this building should be designed as a collection of architectural elements and masses, rather than a single large building, to remain in keeping

with the nearby attached and detached single family buildings. Each structural “bay” of this building should be no more than 25 feet in width along Kern Street and Brompton Avenue, possibly accommodating two or more units. Ground-floor units should have individual entries that open onto Kern Street and Brompton Avenue. The building should be set back up to 10 feet from Kern Street and Brompton Avenue to allow for building entries, porches, and a modest landscaped area.

- An open space area should be located along the site's northern boundary, providing an attractive amenity for new residents and a buffer for existing homes. A pedestrian access way should be provided to Kern Street. The open space should align with the neighbor's rear yard.

Parking: Two shared subsurface parking areas could be provided for residents under either side of Kern Street (approximately 30 parking spaces each); the south parking lot would serve buildings 1A and 1B, and the north parking lot would serve buildings 2A and 2B. Access to each subsurface parking area should come from Brompton Avenue, with driveways located on both sides of Kern Street. Because of the steep slope on Brompton Avenue, the curb cut for buildings 1A and 1B could be located almost immediately adjacent to Kern Street. The driveway for buildings 2A and 2B should be located closer to the site's Brompton Avenue street facing midpoint.



Implementing Actions – Land Use and Urban Design

This plan provides specific land use and design recommendations for key public and private properties in the Glen Park neighborhood commercial core. This plan encourages the neighborhood commercial district to remain centered around Diamond and Chenery Streets and provides specific design guidelines to ensure that new development will contribute to and enhance the existing character of the district. The following is a list of key actions for implementing the land use and design vision of this plan.

Priority Actions: 1 to 2 years:

- The San Francisco Board of Supervisors and Planning Commission should endorse the Glen Park Community Plan.

- The San Francisco Planning Department should adopt recommended design guidelines for Glen Park's commercial district.
- The San Francisco Planning Department should revise the Planning Code as appropriate with the recommendations of this Community Plan.
- DPW should adopt a policy to allow the sale of the narrow DPW-owned parcel on the corner of Diamond and Bosworth Streets to be consolidated with adjacent parcel with the condition that it be developed to exceed the design guidelines.

Short-term: 2 to 5 years:

- The San Francisco Board of Supervisors and Planning Commission should adopt the Glen Park Community Plan with appropriate CEQA environmental review.
 - DPW, DPT, and the Planning Department should develop a Streetscape Master Plan for the Glen Park neighborhood commercial district.
 - Local residents and merchants should consider establishing an assessment district to fund, design and construct elements of the Streetscape Master Plan.
 - BART should redesign and construct improvements to lower BART Plaza.
-

4. *Greenway Connection*

A unique opportunity exists to landscape and enhance the existing publicly-owned vacant parcels along Bosworth and the SFPUC easement. An attractive, continuous linear greenway could connect “downtown” and Glen Canyon, bring outdoor public places to the “downtown”, and reestablish the surface flow of Islais Creek through the neighborhood.

The creation of this greenway and the possibility of bringing Islais Creek to the surface would be an amenity to the neighborhood and to the city. It would be the first such urban creek restoration in San Francisco. Except for the small portion of Islais Creek which runs freely through Glen Canyon, most creeks in San Francisco were long ago relegated to pipes underground to make way for

the paved urban landscape on the surface. Bringing the creek to the surface would also allow for more localized stormwater management through “green streets” design and the creation of a stormwater wetland detention pond. These “green streets” features could be highlighted as a demonstration project with interpretive displays to educate those who pass by on how these beautiful locations also aid natural stormwater management in the city.

Bringing the creek to the surface will require extensive studies and additional planning, community outreach, and funding before it can be implemented. In the short-term, to provide immediate benefits to the neighborhood, the greenway can be formalized into a linear park with a multi-use trail along its length. Several of the city-owned vacant parcels are currently overgrown and not amenable for public recreational use, although an informal trail does exist there.

This plan recommends converting these largely unused parcels into a valuable recreational amenity by creating small interconnected parks on each block. The greenway will also provide a safe route to walk and bike to Glen Canyon Park, or continue the O’Shaughnessey bike lane to the west. In “downtown” Glen Park, the conversion of Kern Street into an attractive pedestrian plaza will bring much needed active open space into “downtown,” providing an enjoyable place to sit, read the paper and eat your lunch outside, while watching the action on the street.

The creek could be “brought to the surface” in a number of incarnations. This plan illustrates a breadth of options along the proposed greenway. The greenway and creek design are illustrated in this plan in five distinct sections between Glen Canyon Park and “downtown” Glen Park. Further studies and community participation may choose one particular incarnation, some combination of options, or perhaps a creek option not yet imagined as the best alternative for the greenway. What follows is a discussion of the range of creek options as an evolution in creek typology in relation to the five blocks the creek could flow over. As the blocks currently change, so could the creek change as follows:

- Glen Canyon Park: A Natural Riparian Corridor
- Paradise Avenue: as a “Green Street”.
- Burnside to Chilton Avenues as a Natural Setting with Stormwater Detention.

- Chilton to Brompton Avenues as a Neighborhood Green.
- Brompton Avenue to Arlington Street as an Urban Setting (“Downtown” Glen Park)

When completed, this greenway would create a linear open space which would create both a better connection between “downtown” and Glen Canyon Park, and provide a collection of outdoor spaces specially designed to suit the neighborhood context. Specific recommendations for each of the sections are described below.

Glen Canyon Park: Natural Riparian Corridor

This section illustrates a natural creek option in keeping with the character of Glen Canyon. Glen Canyon Park is an asset to the neighborhood and the city, with many active park uses and sports fields in the relatively flat area

Figure 19: Plan for the Greenway Connection and Bringing Islais Creek to the Surface



near Elk Street, and hiking trails extending back into the canyon and along the free flowing creek. The San Francisco Recreation and Parks Department presently embarked upon a master planning process for the park. As such, this Community Plan limits its recommendations to improving the connections between the park and the neighborhood, and continuation of the free flowing creek to the proposed greenway.

An opportunity exists to greatly improve the park's connection with the neighborhood. An obvious choice for a grand entrance worthy of this much-loved park would be at Paradise Avenue and Elk Street, near the ball fields, where currently a concrete retaining wall and rusted fence are an unwelcoming barrier. If this location is not feasible because of the ball field, then the existing entrance should be redesigned to be more welcoming with street trees and landscaping lining the path on Elk Street from Paradise Avenue to the park.



Accommodating the Creek

Like many Bay Area creeks, Islais Creek is intermittent, carrying the occasional winter torrent, but dry most of the summer. During the winter, sufficient water flows had, in the past, allowed the creek to host a steelhead run. Local residents once caught trout in what is now the Glen Park commercial district. The SFPUC easement now follows the historic alignment of Islais Creek, and accommodates a large pipe that is part of the City's combined storm drain/sewer system. While Islais Creek flows free in Glen Canyon Park, it drains into the sewer at a culvert near the recreation center building. From there, creek water mixes with sewage and stormwater and is carried to the City's Southeast Treatment Plant in the Bayview District, after which it flows into the Bay. Three houses have been built on top of the easement at Lippard and Brompton Streets. While no new buildings may be built directly on top of the SFPUC easement, roads, paths and landscaped areas may be.

To consider bringing the historic creek back up to the surface, several design features must be incorporated:

- Most importantly, the flow should be managed so that there is no additional risk of flooding. At every street crossing, the water volume must be checked with an orifice or spillway that allows excess water to flow back into the storm drain, where it is currently carried.
- The design must minimize the potential for stagnant pools to form. During the design process there must be an understanding of how to re-introduce water into an

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Clearly marked crosswalks, bulb-outs and other traffic calming measures should be implemented to slow traffic where park visitors cross on Elk Street at Chenery Street and Paradise Avenue.

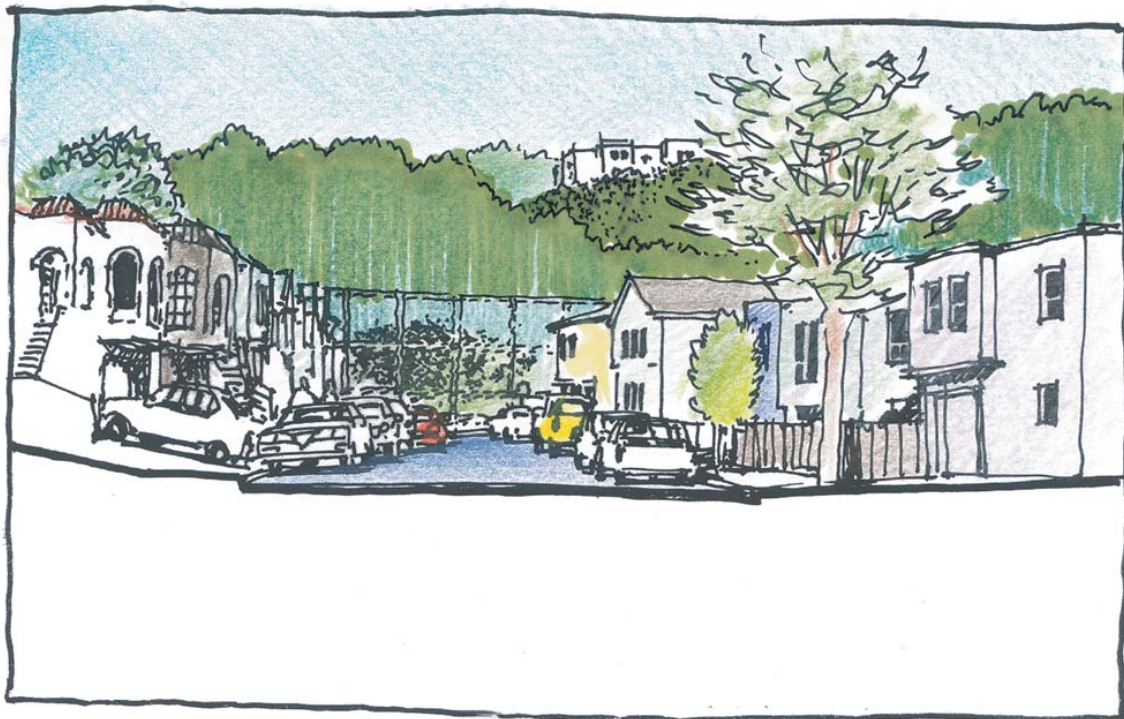
Islais Creek flows in a shallow channel lined with native plants through the canyon and then drops into a storm drain behind the recreation center before reaching the ball field. The creek continues to flow just beneath the surface for months longer than water can be seen. It is possible to consider bringing the hidden creek back up to the surface year-round and thereby addressing the soggy ground problems at the ball field. A vegetated creek channel could be constructed around the ball field to redirect the water flow on the surface. These recommendations for the park should be explored during the San Francisco Recreation and Parks Department master planning process.

Paradise Avenue: As a "Green Street"

This section illustrates how a creek could be integrated into the design of a street right-of-way. Paradise Avenue could be an important link connecting the proposed greenway directly to Glen Park. This plan considers redesigning the aptly named street into an urban oasis, with a narrower pavement and parking surface to allow for the inclusion of a landscaped linear greenway, pedestrian path and small urban creek running parallel to the roadbed. The design of the roadway, landscaping, and creek channel could combine the best aspects of "green streets" design solutions and European "living streets."

Paradise Avenue is chosen to represent the most radical creek alternative between Elk Street and Burnside Avenue because the vacant parcels along Bosworth are too steeply sloped for public access or to reasonably carry water from Islais Creek.

There are several circumstances specific to Paradise Avenue that makes this conversion of a city street into a "green street" and linear greenway design possible. Paradise Avenue is relatively short, only one-block long, and does not need to carry through-traffic. The topographic low point and natural channel for water flow is in the center of the street and the SFPUC pipe that carries Islais Creek currently runs under the roadway. The houses on the north side of the street front onto Chenery Street, and only their garages open onto



Section A: Sketch of Existing Conditions



Section A: Sketch of proposed "green streets" design and Islais Creek

Figure 20: Section A—"Green Street"

Looking down Paradise Avenue from Burnside Avenue to Elk Street

Glen Park Community Plan

urban setting to avoid creating an attractive nuisance.

- Currently, the neighborhood experiences some local flooding along the historic creek path. In order to address this problem, a temporary detention pond should be considered behind St. John's school. This could hold water from major storms, allowing it to be absorbed into the ground and the storm drain system more slowly and possibly avert a damaging flood.
- The design must acknowledge the varying water flow rates and still be attractive at all times of year. Temescal Creek in Oakland is a good example of an intermittent urban stream that has been partially brought to the surface and has become an amenity to the neighborhood. (Visit www.aoinstitute.org/temescal for more information about Temescal Creek).

Paradise Avenue. This reduces the need for on-street parking on the north side of Paradise Avenue, and creates the opportunity to use some of the street's north side for open space.

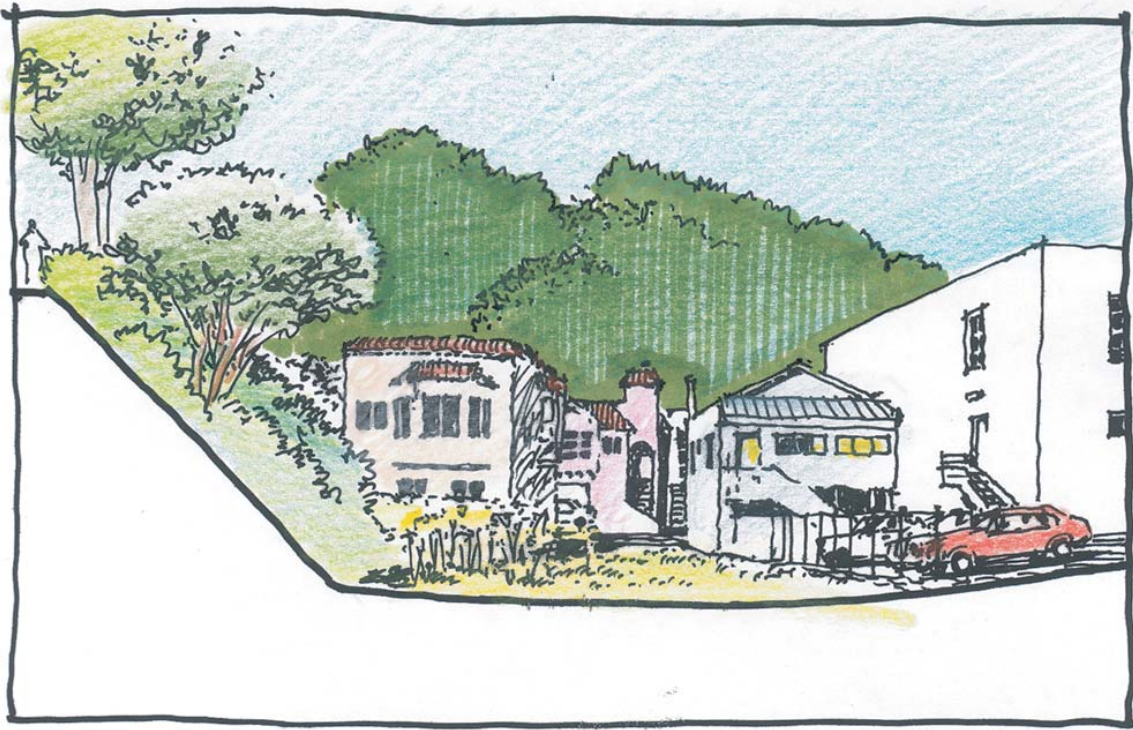
These conditions present the opportunity to redesign Paradise Avenue using green streets design to accommodate the greenway and continuation of Islais Creek, while collecting neighborhood stormwater and conveying it through to the neighborhood. All of the pavement of the street – including the sidewalks, curbs and roadway – could be removed and replaced with a single, 10-foot wide, one-way drive, located off-center toward the south edge of the right-of-way. Driveways would continue to connect to all garages.

North of the roadway, a landscaped creek bed could be created for the intermittent stream, plus a continuation of the greenway path. On the south side of the roadway, an 8-foot wide linear stretch of turf blocks, cobbles or other permeable surface could be used for on-street parking pads for residences. Neighbors could be allowed to choose between a large “front yard” or a parking pad. Otherwise, existing on-street parking demand could be accommodated by removing the BART commuters from adjacent Bosworth Street through a combination of pay-and-display and ‘D’ permit spaces, as described in the parking section. The remaining public right-of-way would be landscaped with grasses, trees, and other plants where the wider roadway was once located.

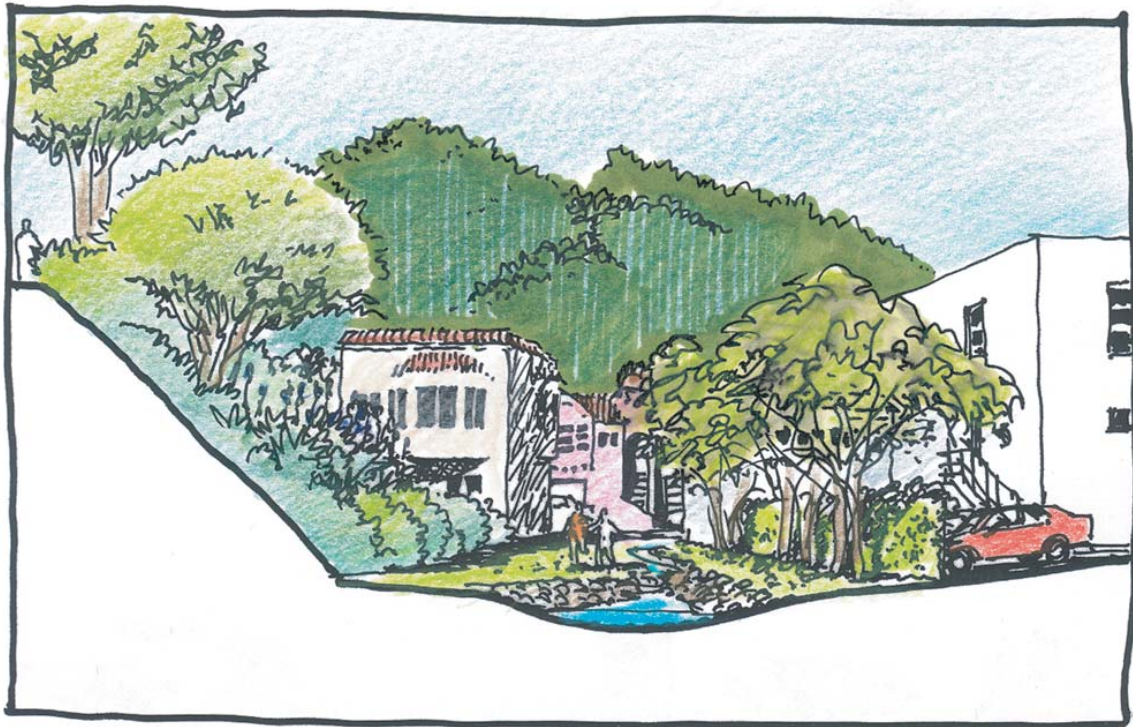
Burnside to Chilton Avenues: As a Natural Setting with Stormwater Detention

The next section still illustrates a “natural” setting but requires less radical alterations because it is not on a public street. This vision for the greenway, portrayed behind St. John's Academy between Burnside and Chilton Avenues, is a trail and seasonal creek running through a more natural setting with native trees and vegetation. Small gathering places and benches could be nestled among the trees and along the path, ideal for parents waiting for school children after school.

This plan recommends that the design take advantage of this area where the vacant parcels and SFPUC easement converge, to develop a constructed



Section B: Sketch of existing conditions



Section B: Sketch of proposed pedestrian path, creek, and stormwater wetland

Figure 21: Section B—"Natural Setting"

Greenway Connection Looking from Chilton Avenue to Burnside Avenue

Glen Park Community Plan

“Green Streets” Design

The proposed greenway could serve as a demonstration model for green streets design and non-structural stormwater management in an urban environment that is otherwise dominated by paved surfaces and piping of natural watercourses. The intention of “green streets” design is to integrate stormwater management into the overall design of the right-of-way. The implementation of green streets design solutions can improve water quality, reduce the volume of stormwater runoff and pollutant loads and increase groundwater recharge.

Structural design solutions can be used in combination with the green streets concepts to achieve these functions. For example, runoff volumes can be reduced by substituting impervious surfaces with pervious surfaces wherever practicable, by retaining or planting large street trees with broad canopies or by removing curbs and gutters. Vegetated swales and stormwater wetlands can slow peak runoff rates and volume by temporarily detaining the water. Water quality benefits provided by the green streets design solutions include the removal of suspended solids, oils and grease, nutrients, metals and bacteria. This is accomplished by slowing the flow of runoff by either holding it in a basin or passing it through vegetation, aggregate, or soils allowing sediments to come out of suspension.

The green streets design solution for a particular site should respond to the localized stormwater management needs of the area, right-of-way site

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stormwater detention pond and wetland. The proposed stormwater wetland would be a seasonal pool of water, surrounded by wetland vegetation that detains and treats runoff.

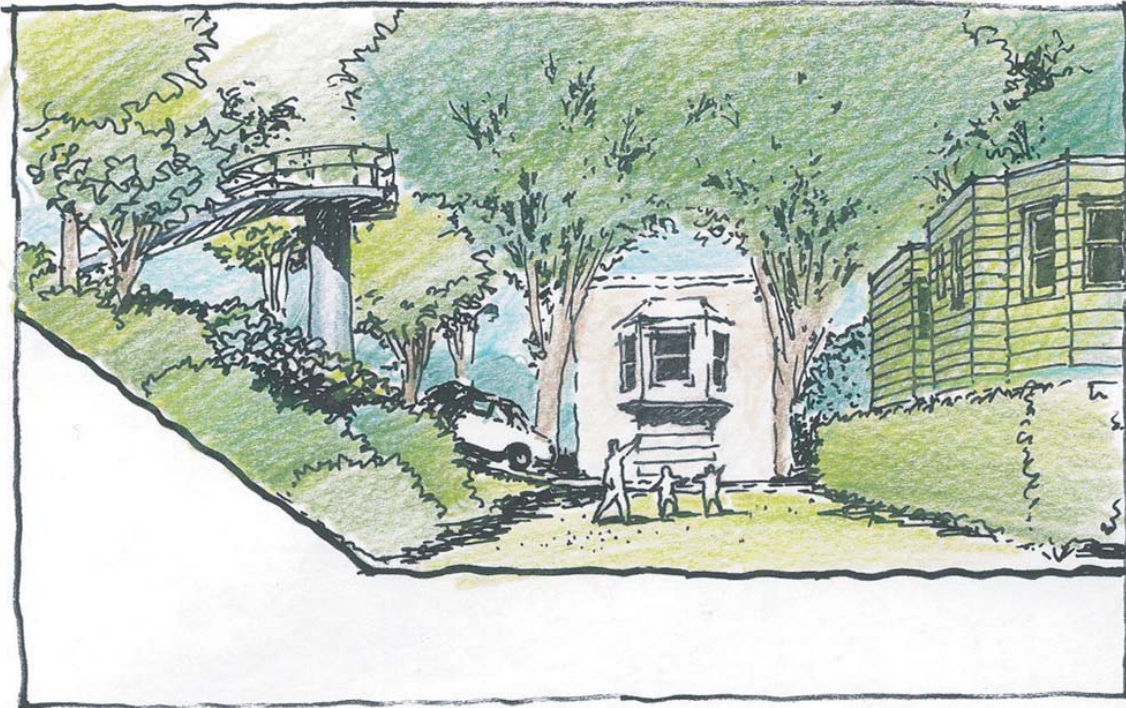
A holistic approach to designing the greenway and bringing the creek to the surface can reduce stormwater runoff and localized flooding. Carefully constructed solutions can carry the creek flow and neighborhood stormwater flow on the surface, divert stormwater runoff from adjacent neighborhoods along the creek bed and establish appropriate places for retention of water during peak events.

Interpretive displays around the wetland could describe the natural processes that occur through “green streets” design to improve water quality and reduce stormwater volumes. The demonstration wetland could create a distinctive neighborhood amenity while contributing to localized management of storm water.

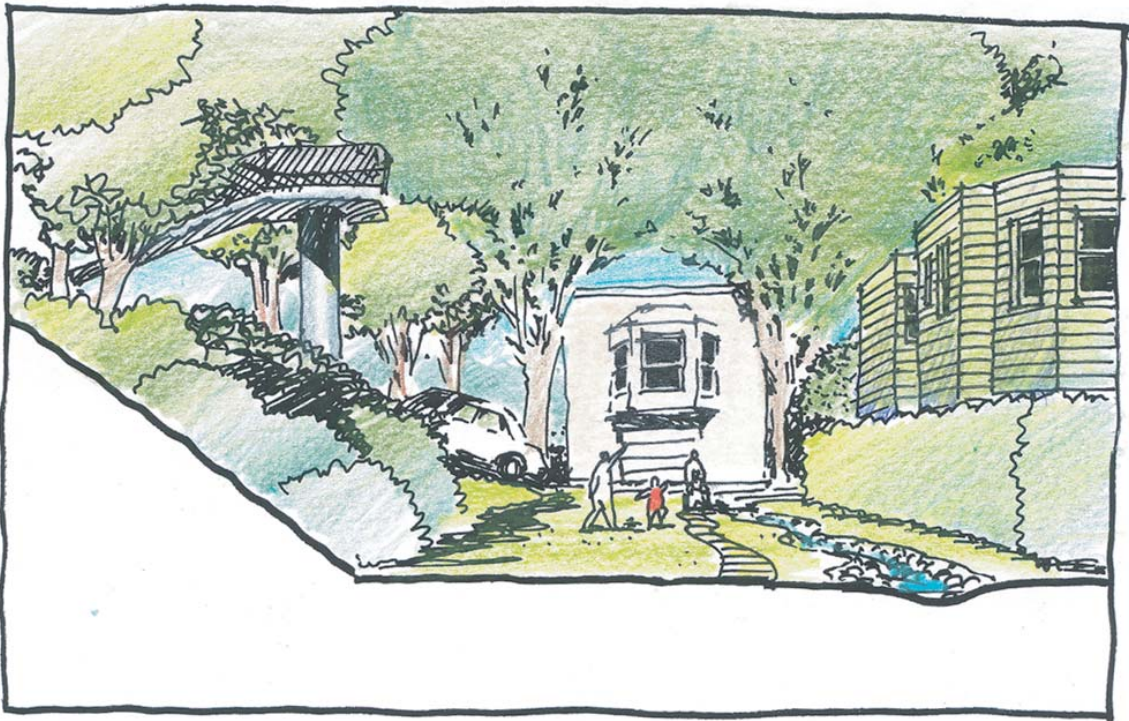
Chilton to Brompton Avenues: As a Neighborhood Green

The section illustrates the greenway between Chilton and Brompton Avenues, as a transition zone between the more urban setting in Glen Park village and the more natural park to the north. This is now characterized as a neighborhood green, a place where people can throw a Frisbee and kids can play in the grass. The pedestrian path and seasonal creek could meander through, with the creek bed in a more naturally landscaped channel. A tree canopy along the edges of the park will provide shade for people taking a break on benches by the stream.

Between Chilton and Lippard Avenues, the greenway could split into two parallel stretches, following the PUC easement and the vacant lands on Bosworth, with existing houses remaining between. Ideally, completing this section would include the removal of one house on Lippard Avenue that sits on top of the utility easement. This house would only be purchased if there were a willing seller and funding were available. South of Lippard there are two additional houses on the right-of-way, but the creek and greenway can use the vacant parcels along Bosworth Street instead, as the ground level of both parcels is approximately the same.



Section C: Sketch of existing conditions



Section C: Sketch of proposed pedestrian path and creek

Figure 22: Section C—"Neighborhood Green"

Greenway Connection Looking from Brompton Avenue to Lippard Avenue

Glen Park Community Plan

conditions and drainage patterns, and the human use of the area, including, for example, traffic volumes and speeds, bicycle lanes, and surrounding land use density.

For more information about “green streets” design and non-structural solutions for stormwater management visit <http://www.epa.gov/owow/wetlands/construc/content.html>

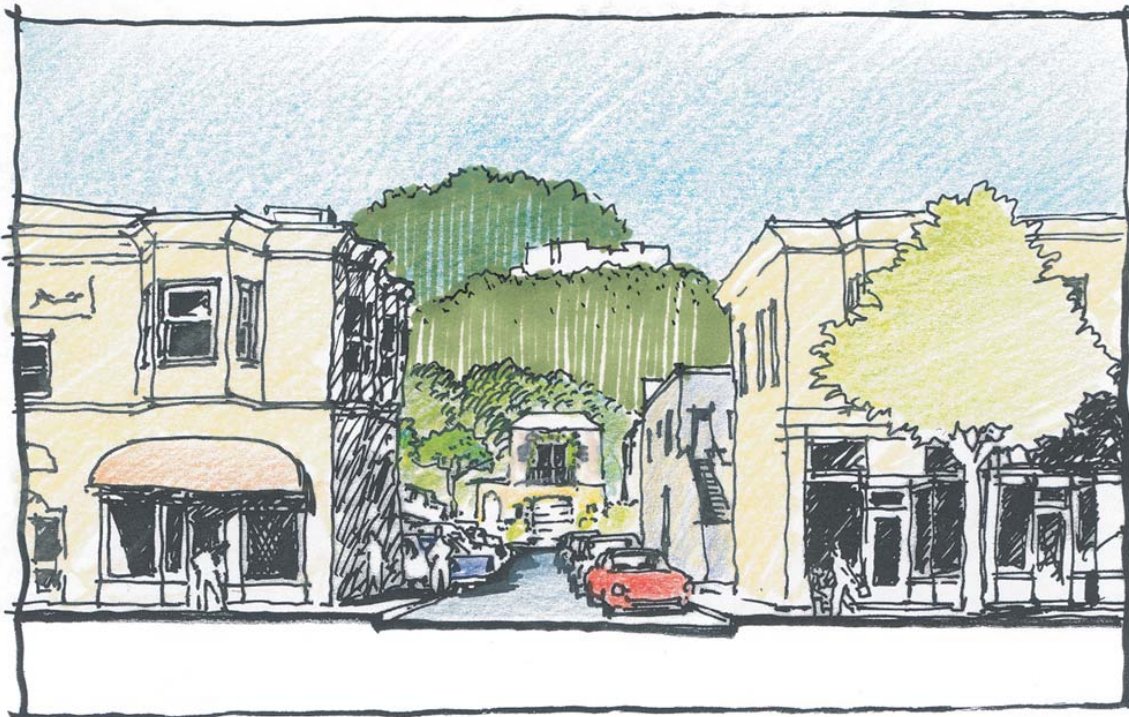
Another useful resource is the book, *Green Streets, Innovative Solutions for Stormwater and Stream Crossings*, published by Metro, the Portland Metro Project, June 2002. Copies of the handbook maybe be ordered from the web site www.metro-region.org, or by calling (503) 797-1900.

Brompton Avenue to Arlington Street: As an Urban Setting (“Downtown” Glen Park)

This plan illustrates a final embodiment of the creek as the greenway transitions into “downtown” Glen Park, the SFPUC easement could be converted into a pedestrian way, linking Brompton Avenue, Diamond and Arlington Streets where it passes through Kern Street and crosses the BART parking lot. The form of this pedestrian area should respond to adjacent land uses, meaning near Diamond Street and adjacent to commercial uses it should generally be treated as a linear plaza, where the public could walk and mingle and shopkeepers could set up tables for outdoor dining or could host small local events. The context and treatment of the pedestrian path and creek could be more urban in nature, with special hardscape treatments. Whereas, where the alignment passes through a predominantly residential area, the path would become a greenway intended for strolling and walking.

Kern Street should be redesigned as a pedestrian mew – a pedestrian lane with limited automobile use. This quiet lane would serve as a critical link between “downtown” and the linear greenway connecting to Glen Park. This suggests that Kern Street becomes a mixed-use street, possibly allowing use for deliveries in the morning, but to become pedestrian only in the afternoon, generally similar to how Belden Lane functions in San Francisco’s Financial District. Adjacent cafés and shops would be encouraged to establish outdoor dining and gathering areas. As recommended, Kern Street would become a place where automobiles are permitted, but is also clearly recognized as a pedestrian street.

The creek could flow through the pedestrian street in a specially-designed rill. Rills are fairly common in Japan, where urban creeks are considered almost a sacred part of the city landscape. Depending upon the service access needs along Kern Street, the rill can be little more than a slot in the pavement with a small, symbolic flow of water, or it could be a linear urban fountain similar to the Angels Flight steps in Los Angeles. As the ground drops off east of Diamond Street, the water could be carried in an aqueduct with a waterfall into a new plaza where the BART parking lot currently lies. Near the corner of Bosworth and Arlington Streets, where the creek would return to the storm drain, special artwork should be created to tell the story of Islais Creek and celebrate its return to Glen Park.



Section D: Sketch of existing conditions

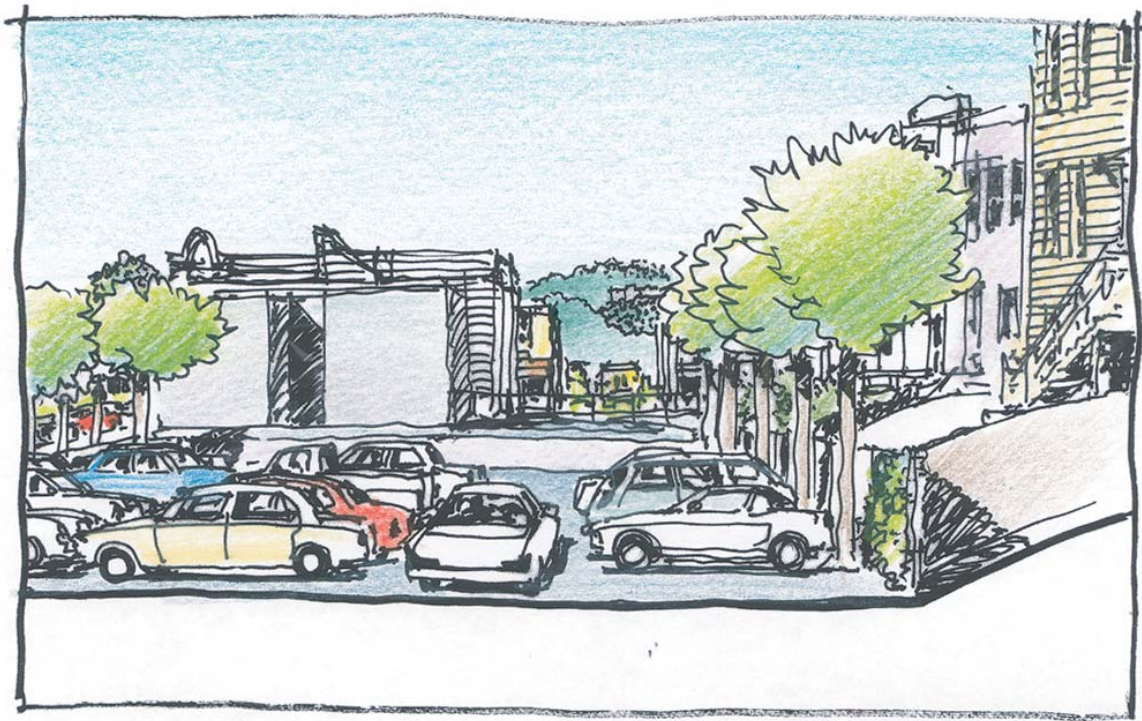


Section D: Sketch of new pedestrian plaza and "rill" carrying water

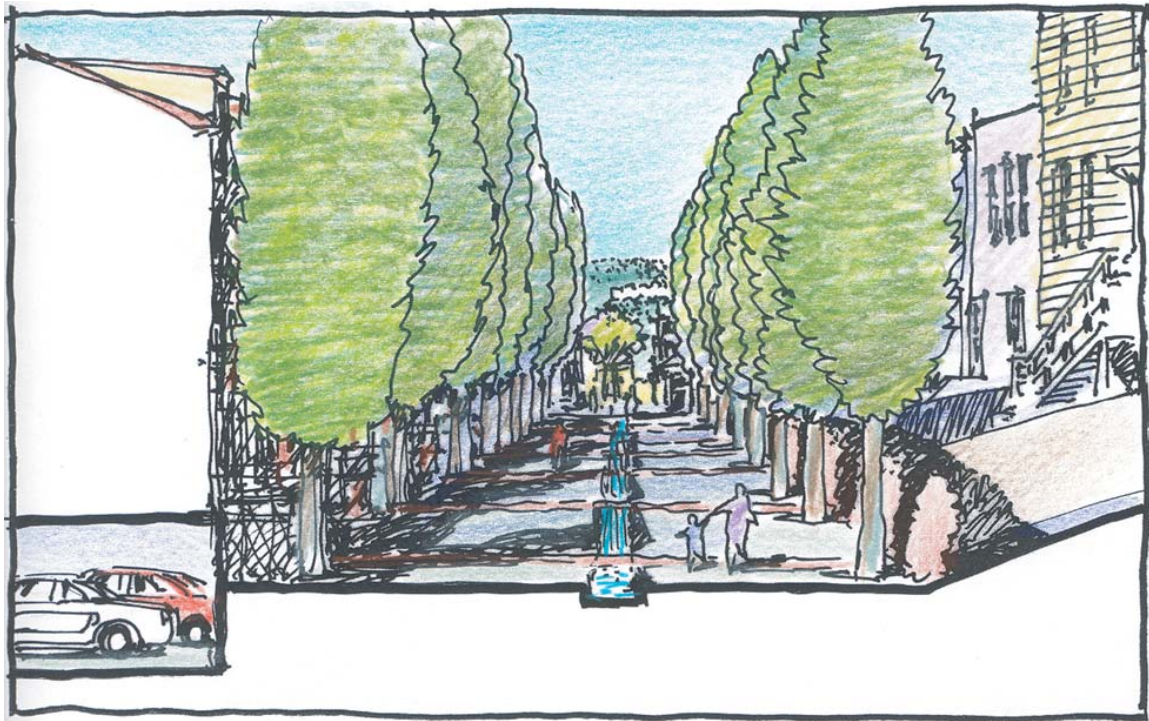
Figure 23: Section D—"Urban Setting"

Greenway Connection Looking from Diamond Street to Brompton Avenue

Glen Park Community Plan



Section E: Sketch of existing conditions



Section E: Sketch of new pedestrian path and waterway

Figure 24: Section E—"Urban Setting"

Greenway Connection Looking from Arlington Street to Diamond Street

Glen Park Community Plan

In the future, consideration could be made to continue the creek along its easement under the San José Avenue overpass on the north side of Bosworth Street, whereupon it could join another branch that flows under Cayuga Avenue. These flows continue under Alemany Boulevard and the I-280 freeway to the outfall to the Bay near the I-280/Cesar Chavez Street off-ramp.

Implementing Actions - Greenway Connection

This plan provides conceptual ideas and recommendations for developing the vacant parcels on Bosworth Street and lands overlying the SFPUC easement into a public linear greenway with a pedestrian/bicycle trail and seasonal creek.

In order to proceed, key agencies should convene to pursue funding for development of a conceptual landscape plan to flush out the ideas presented in this plan. Participating agencies should include the Recreation and Park Department, the Planning Department, public property owners of the lands proposed for greenway development, DPW (vacant parcels along Bosworth), SFPUC (creek easement and stormwater runoff), DPT (city streets), and BART (parking lot). These agencies should assign clear responsibilities for planning, design, construction and ongoing operations and maintenance.

A conceptual landscape plan should be prepared and should identify phases of development according to the following priorities:

1. Construct a pedestrian/bicycle path.
2. Convert Kern Street into a pedestrian plaza.
3. Bring Islais Creek to the surface and develop stormwater wetlands.

Bringing Islais Creek to the surface and creating a new creek channel will require detailed engineering feasibility studies and environmental review prior to construction. Although development of the creek will have stormwater and flooding management advantages for the SFPUC, it will be likely be an expensive endeavor. Development of the path and landscaping for the greenway and pedestrian streets should not be dependent on bringing the creek to the surface. However, the

conceptual landscape plan and the detailed plans for the greenway should consider the location for future development of the surface creek bed in its design.

The following is a list of key actions for implementing the vision for the recommended greenway connection and bringing Islais Creek to the surface.

Priority Actions: 1 to 2 years:

- Convene key agencies to pursue funding for a greenway conceptual landscape plan.

Short-term: 2 to 5 years:

- San Francisco Recreation and Park Department, DPW, SFPUC, DPT, San Francisco Planning Department and the community should work together to develop a greenway conceptual landscape plan through a community process.
- If the landscape plan deems it appropriate, conduct an engineering study to evaluate feasibility and costs of re-visioning Islais Creek.
- Consolidate greenway parcel ownership under one the public agency responsible for construction, operations, and maintenance of the greenway.
- If appropriate, pursue funding, develop detailed plans, and construct first phases of greenway development.

Mid-term: 5 to 10 years:

- If appropriate, pursue funding, develop detailed plans, and construct the new Islais Creek.
-

V. Implementation

This section presents the overall strategy for implementing the Glen Park Community Plan, including the necessary actions and key parties responsible for realizing the plan's vision, as well as providing an overall timeline for the incremental completion of the public and private actions called for in the plan elements.

The Glen Park Community Plan directs public and private actions to realize the vision for the neighborhood. This implementation program links the plan's framework to actual decisions regarding new planning controls, development proposals, and public improvements. This program will guide public decision-making in regard to improvements to the Glen Park neighborhood well into the future. Ultimately, it is these decisions that determine the future character and quality of the neighborhood – the policies for this plan can affect positive change only to the extent that they are carried through in the day-to-day, incremental practices of city building.

This plan is a policy document, not a development proposal. It goes beyond issues of land use, height, and building design, to address the related issues of transportation, open space, and the design of the public realm. It does not suppose that the recommended improvements will become reality at once, or that adequate funding is in place to implement them all. Rather, implementing this plan will be a matter of guiding many small actions taken over a number of years, reforming the controls that regulate new development and the management standards that affect the character and quality of our streets and public spaces.

A. Priority Projects and Phasing

Unlike other neighborhoods where the various implementations strategies may be phased as a way to address limited resources, the Glen Park Community plan uses phasing, at least in some cases, to reflect the fact that certain actions must happen in a sequence and that if at any point in time the proposed action are not having the desired effect, then there needs to be further consideration as

to what actions should happen next that will better achieve the community's goals.

Table 1 (provided at the end of this section) identifies the key actions for the Glen Park Community Plan, likely phasing, key agencies and groups, order of magnitude cost estimates, and potential funding sources to pursue.

B. Responsible Agencies/Organizations

Over the long term there are many departments and agencies who will have to undertake various actions or activities to help Glen Park community members achieve the goals set forth in this plan. Those agencies are shown on the matrix in Table 1. However, as the plan has been formulated, these agencies have not necessarily agreed to effect these actions. Instead, it will up to the community and its elected representatives to continue working with all of the necessary agencies and organizations to put these actions into individual agencies budgets and work programs.

C. Funding for Public Improvements

The proposals for improvements to streets and open spaces described in this plan vary in their range and scope – some can be implemented incrementally, others will require major capital funding from city, state and federal agencies. Having this plan in place will help attract such funding to Glen Park because it indicates a strong community vision and provides clear direction as to how and where funds should be spent. But, again, the community itself will more than likely need to take a partnership role with the Planning Department and other public agencies in pursuing these funding sources, and ensuring that the money gets spent wisely.

D. Public Involvement

Implementing these proposals will require the active participation of the community and state, regional and local agencies to make basic changes in how we manage both public and private actions.

As this is the first public review draft in an ongoing community planning process, the implementation program is tentative and subject to considerable change as part of public review. This program will be refined as specific proposals in the plan are also refined, in response to feedback from the community, other agencies, and elected officials.

It has been suggested that regular town hall meetings be held to monitor the progress of the various plan elements. The town halls would provide a way for the community to hold their elected officials accountable for moving the plan forward, rather than letting it languish. It also provides the opportunity for feedback to see that the community goals and vision are being met with implementation of the plan elements.

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
TRANSPORTATION						
Fix the Problem Intersections						
1	p. 23	<p>Conduct a traffic study to evaluate changes to the turning movements and traffic signal operations at the Diamond/ Bosworth Street intersection following DPT's standard parking and traffic processes.</p> <p>If the traffic study deems appropriate:</p> <ul style="list-style-type: none"> Remove on-street parking and paint red curbs for short-stretches at approaches to intersection to accommodate right-turning movements and bus loading Adjust signal timing and pedestrian phases and optimize by time of day 	Priority Action: 1-2 years	MTA: DPT	Traffic Study: \$30,000-\$50,000	Existing MTA: DPT budgets
2	p. 25	<p>Conduct a traffic study to evaluate the appropriateness of modern roundabouts at the Bosworth/Arlington Street and Bosworth/Lyell Street intersections.</p> <p>If the traffic study deems appropriate, identify funding and design and construct modern roundabouts.</p>	<p>Short-term: 2-5 years</p> <p>Mid-term: 5-10 years</p>	<p>MTA: DPT</p> <p>MTA: DPT, DPW, DCP</p>	<p>Traffic Study: \$30,000-\$50,000</p> <p>Design: \$20,000-\$30,000 Const: \$75,000 per roundabout</p>	<p>Sales tax reauthorization</p> <p>Sales tax reauthorization</p>
Get the Parking Right						
3	p. 27	<p>Regulate the currently unregulated parking on Bosworth, Arlington and Lyell Streets as outlined in the Glen Park Community Plan.</p> <ul style="list-style-type: none"> 2-hour metered or pay-and-display spaces on north side of Bosworth between Lippard and San Jose Avenues 8-hour pay-and-display and/or 'D' permit spaces on north side of Bosworth Street between Lippard and Elk Avenues, east side of Arlington Street, 1st block of Lyell and Bosworth Streets east of San Jose Avenue 	Priority Action: 1-2 years	MTA: DPT	Self-funding	Existing MTA: DPT budgets

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
4	p.29	Revise parking requirements for the neighborhood consistent with efforts in other transit-oriented districts. <ul style="list-style-type: none"> Eliminate residential minimum parking requirements Establish tight design controls around parking; limit new driveways on key commercial streets; no blank walls; allow garages on Diamond across from BART to become storefronts Allow new development without parking to be deed restricted from joining 'D' permit area 	Priority Action: 1-2 years	DCP	Staff time	Existing DCP budgets
			Priority Action: 1-2 years	MTA: DPT, Board of Supervisors	Staff time	Existing MTA: DPT budget
5	p. 28	When the marketplace project is completed, evaluate and adjust on-street parking management as needed.	Short-term: 2-5 years	MTA: DPT	Staff time	Existing MTA: DPT budgets
6	p. 29	Consider enacting legislation refining rules for Residential Parking Permit Zones. <ul style="list-style-type: none"> Limit the number of residential permits according to the spaces that are available in each parking permit district. Allow adjustments to permit fees to more closely reflect their true market value. 	Short-term: 2-5 years	MTA: DPT	Staff time	Existing MTA: DPT budgets
7	p. 30	Consider establishing a parking district with the ability to charge rates for new residential permits that more closely reflect their true market value, reserving some revenue for local improvements.	Short-term: 2-5 years	Local residents and merchants, MTA: DPT, Board of Supervisors	Staff time	Existing MTA: DPT budgets
Turn San Jose Avenue Back into an Avenue						
8	p. 31	Conduct a traffic and engineering study to explore redesigning San Jose Avenue.	Short-term: 2-5 years	SFCTA, MTA: DPT, DCP	Study: \$200,000-\$300,000	Sales tax reauthorization
		If the traffic and engineering study deems appropriate: <ul style="list-style-type: none"> Develop detailed roadway and streetscape plan for redesigned San Jose Avenue. 	Short-term: 2-5 years	SFCTA, DPW, DCP MTA: DPT & Muni	Design: \$500,000 - \$700,000	Sales tax reauthorization

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
		<ul style="list-style-type: none"> New street intersections at Wilder, Rousseau, Milton, Bosworth, and Lyell Streets. Rousseau Street connection to Arlington Street New J-line stop between Milton and Rousseau Streets Pair of landscaped medians beside J-line tracks Relocate San Jose Ave. to Monterey Blvd. ramp Lighting and landscaping 			Engineering & Mgmt: \$1,880,000	
		<ul style="list-style-type: none"> Remove San Jose Avenue overpass when seismic upgrade is needed and replace with at-grade boulevard, including <ul style="list-style-type: none"> Demolition of overpass Grading and retaining walls from Milton to Bosworth Streets New at-grade roadway from Milton Street to Monterey Blvd. Utilities, Lighting and landscaping 	Long-term: 10 or more years	MTA: DPT, DPW, Caltrans	Construction: \$420,000 Engineering & Mgmt*: \$125,000 (*incremental cost from previous bullet)	Seismic retrofit, sale of land
Calm the Streets						
9	p. 35	Conduct a traffic-calming study for Glen Park Implement the recommendations of the traffic study. If the traffic study deems appropriate: <ul style="list-style-type: none"> Narrow Joost Tighten the Joost/Monterey intersection Plant street trees Construct speed humps, if necessary 	Priority Action: 1-2 years Short-term: 2-5 years	MTA: DPT, DCP MTA: DPT, DPW	\$100,000 • <u>Speed humps</u> - \$10,000 each • <u>Crosswalks</u> - \$5,000 each • <u>Bulbouts</u> - \$40,000 each • <u>Speed table</u> - \$15,000 each	Sales tax reauthorization, MTA: DPT general funds City Traffic Calming Program, Assessment District
Complete the Bike Network						
10	p. 39	Consider striping bike lanes on the Monterey Boulevard-to-San José Avenue ramps	Priority Action: 1-2 years	MTA: DPT	\$2 per linear foot of stripe	BAAQMD, City, Sales tax reauthorization
11	p. 39	Consider striping bike lanes on Alemany Boulevard	Priority Action: 1-2 years	MTA: DPT	\$2 per linear foot of stripe	BAAQMD, City, Sales tax reauthorization
12	p. 39	Consider adding bike racks on the Glen Park BART station mezzanine level	Priority Action: 1-2 years	BART	\$3,000	BART

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
13	p. 38	Identify funding for and implement improvements to the Still Street bicycle path	Short-term: 2-5 years	MTA: DPT	\$300 per linear foot	BAAQMD, City, Sales tax reauthorization
14	p.38	Consider improvements to the O’Shaughnessy Blvd. path	Short-term: 2-5 years	MTA: DPT	\$300 per linear foot	BAAQMD, Clay, Sales tax reauthorization
15	p. 38	Design and construct pedestrian/bicycle path on the proposed Greenway Connection between the Glen Park “downtown” and Glen Canyon	See “Greenway Connection” section below for implementation details			
Making Better Transit Connections						
16	p. 39	Study how to extend the #35 bus to the BART station in the short-term and implement recommended actions.	Priority Action: 1-2 years	MTA: Muni	Staff time	Sales tax reauthorization
17	p. 40	Study ways to improve ADA access to the BART station and Muni J-line platform. If study deems appropriate: <ul style="list-style-type: none">Construct ADA accessible bus and van drop-off pointConstruct ADA accessible pedestrian bridge from back side of BART station to San Jose Avenue, with at-grade crossing to existing Muni J stop.Install pedestrian-activated traffic light on San Jose Avenue.	Priority Action: 1-2 years <u>Bus & van drop-off</u> - Short-term: 2-5 years <u>Ped bridge & light</u> - Mid-term: 5-10 years	BART, MTA: Muni BART, MTA: Muni	Staff time Const: \$250,000 Eng & Mgmt: \$75,000	BART, sales tax reauthorization, state, and federal funds BART, sales tax reauthorization, state, and federal funds
18	p. 40	Examine the overall transit route structure in the south-central neighborhoods of San Francisco	Short-term: 2-5 years	SFCTA, MTA: Muni, DCP	\$100,000	Sales tax reauthorization
19	p. 40	Study potential long-term capital projects to create an accessible connection to the J-Church stop and a bus loop around the BART station. If the study deems appropriate: <ul style="list-style-type: none">Construct a bus loop/taxi stand around the BART stationCreate a south side entrance to BART stationConstruct a bus layover on BART upper plaza	Short-term: 2-5 years Long-term: 10 or more years	SFCTA, BART, MTA: Muni, DCP SFCTA, BART, MTA: Muni	Study: \$70,000-\$100,000 Const: \$220,000 Eng & Mgmt: \$70,000	Sales tax reauthorization, state and federal funds Sales tax reauthorization, state and federal funds

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
20	p. 41	Conduct a traffic study to evaluate ways of relocating traffic congestion away from the Bosworth/Diamond intersection. If study deems appropriate, implement measures to share congestion load on O'Shaughnessy Blvd., Monterey Blvd. ramps, and the Arlington/Bosworth intersection (under the San Jose Ave. overpass).	Short-term: 2-5 years	MTA: DPT, DCP	Traffic Study: \$50,000-\$75,000	MTA: DPT existing budgets
21	p. 41	Consider overall congestion management in any traffic improvements in the Glen Park neighborhood.	Short-term: 2-5 years	MTA: DPT		MTA: DPT existing budgets
LAND USE & URBAN DESIGN						
22		Endorse the Glen Park Community Plan	Priority Action: 1-2 years	Board of Supervisors, Planning Commission, DCP	Staff time	Existing DCP budget
23	p. 54	Adopt recommended design guidelines for Glen Park's commercial district.	Priority Action: 1-2 years	DCP	Staff time	Existing DCP budget
24	p. 50	Revise the Planning Code as appropriate with the recommendations of the Glen Park Community Plan.	Priority Action: 1-2 years	DCP	Staff time	Existing DCP budget
25	p. 65	Adopt a policy to allow the sale of the narrow DPW-owned parcel on the corner of Diamond and Bosworth Streets to be consolidated with adjacent parcel, with the condition that it be developed to exceed the design guidelines.	Priority Action: 1-2 years	DPW, Real Estate Dept., DCP	Staff time	Existing DPW budget
26		Adopt Glen Park Community Plan with appropriate CEQA environmental review for actions that would be implemented with adoption. ¹	Short Term: 2-5 years	Board of Supervisors, Planning Commission, DCP	Staff time	Existing DCP budget
27	p.52	Develop a Streetscape Master Plan for the Glen Park neighborhood commercial district	Short-term: 2-5 years	DPW, DCP, MTA: DPT	\$150,000	MTC Livable Communities Grant

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
28	p. 52	Consider establishing an assessment district to fund, design and construct elements of the Streetscape Master Plan. If the Streetscape Plan deems appropriate, implement: <ul style="list-style-type: none"> • Uniform lighting • Underground utilities • Sidewalk improvements 	Short-term: 2-5 years	Local residents and merchants, Board of Supervisors	<ul style="list-style-type: none"> • <u>Lighting</u>: Const: \$520,000 Eng. & Mgmt: \$160,000 • <u>Utilities</u>: Const: \$675,000 Eng. & Mgmt: \$200,000 • <u>Sidewalks</u>: Const: \$325,000 Eng. & Mgmt: \$100,000 	Assessment district
29	p. 61	Redesign and construct improvements to lower BART plaza	Short-term: 2-5 years	BART	Design: \$80,000 Construction: \$120,000 Eng & Mgmt: \$70,000	BART
GREENWAY CONNECTION						
30	p. 72	Convene key agencies to pursue funding for Greenway Conceptual Landscape Plan	Priority Action: 1-2 years	R&P, DPW, PUC, MTA: DPT, DCP, Board of Supervisors and the community	Staff time	Existing Dept. budgets

Table 1: Glen Park Community Plan Implementation Matrix

(See the Community Plan for full discussion of proposed actions)

	Plan Page #	Proposed Action	Phasing	Key Group/ Agency	Order of Magnitude Cost Estimate	Potential Funding Source
31	p. 72	Develop Greenway Conceptual Landscape Plan through a community process (schematic design and design development)	Short-term: 2-5 years	R&P, DPW, PUC, MTA: DPT, DCP, and the community	\$200,000 - \$250,000	R&P open space fund, Prop. 4O
		If the landscape plan deems it appropriate:	Short-term: 2-5 years	PUC, DPW	Study: \$50,000-\$75,000	State and PUC water quality and stormwater mitigation funds, State creek restoration funds
		<ul style="list-style-type: none"> Conduct an engineering study to evaluate feasibility and costs of re-visioning Islais Creek. 				
		<ul style="list-style-type: none"> Consolidate greenway parcel ownership under one the public agency responsible for construction, operations, and maintenance of the greenway. 	Short-term: 2-5 years	R&P, DPW, PUC, Real Estate Dept.	Staff time	Existing Dept. budgets
		<ul style="list-style-type: none"> Pursue funding, develop detailed plans, and construct first phases of greenway development. 	Short-term: 2-5 years	R&P, DPW, PUC, DCP	Design: \$150,000 - \$200,000 Const: \$100,000 Eng & Mgmt: \$30,000	R&P open space fund, Prop. 4O
		<ul style="list-style-type: none"> Pursue funding, develop detailed plans, and construct the new Islais Creek. 	Mid-term: 5-10 years	R&P, DPW, PUC, DCP	Design: \$200,000 - \$300,000 Const: \$200,000 Eng & Mgmt: \$60,000	State and PUC water quality and stormwater mitigation funds, State creek restoration funds

¹ Individual projects recommended in the Glen Park Community Plan will undergo CEQA environmental review when detailed implementation plans are developed and there is sufficient information reasonably available to support a full assessment of potential impacts.

Key for Acronyms

BART	Bay Area Rapid Transit
DCP	Department of Citywide Planning
DPW	Department of Public Works
MTA: DPT	Metropolitan Transportation Agency: Department of Parking and Traffic
MTA: Muni	Metropolitan Transportation Agency: Municipal Railway
PUC	Public Utilities Commission
R&P	Recreation and Park Department
SFCTA	San Francisco County Transportation Authority

VI. Acknowledgements

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Glen Park Community Plan Funders and Partners

California Department of Transportation (Caltrans)

Bay Area Rapid Transit Agency (BART)

San Francisco Planning Department

San Francisco Public Library

Glen Park Association

With the Participation of the Following Public Agencies and Elected Officials

San Francisco Supervisor Bevan Dufty

BART Director Tom Radulovich

Department of Public Works

Municipal Transportation Agency:

Department of Parking and Traffic

San Francisco Municipal Railway (Muni)

San Francisco Parking Authority

Real Estate Department

Recreation and Park Department

San Francisco County Transportation Authority

San Francisco Public Utilities Commission

With the Following Consultants to the Planning Department

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The Planning Department would like to acknowledge the dedicated efforts of the various organizations, institutions, neighborhood associations, and individuals that have supported this community planning effort.

The Planning Department would also like to acknowledge the use of Hiro Sasaki's student sketch of the possible redesign of San José Avenue as a starting point for discussions with the community.

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Visit Our Website at:

www.sfgov.org/planning/citywide/glenpark.htm

Appendix A: Collision Assessment

Accident data was reviewed for the Glen Park study area to identify high accident locations, which would indicate need for improvements, including reconfiguration of intersections, provision of bicycle lanes, and implementation of traffic calming measures. Vehicle collision data for the Glen Park study area was provided by the San Francisco Department of Parking and Traffic (DPT) from the Statewide Integrated Traffic Records System (SWITRS) database for the five year period between July 1997 and June 2002. The vehicle collision report is a summary of all reported accidents, and includes the date and time of accident, type of collision, the primary causing factor of accident, as well as the number of persons injured or killed.

Table A-1 summarizes the number and type of accident per location, as well as the total number of injuries. During the five year period, there were a total of 82 accidents in the Glen Park study area, an average of about 16 accidents per year. Of these 82 accidents, 46 (56 percent) involved other motor vehicles, 17 (21 percent) involved pedestrians, 4 (5 percent) involved bicycles, and 15 (18 percent) involved parked cars and other fixed objects. A total of 78 persons were injured in the 82 accidents, and there were no deaths. The 82 accidents occurred at 23 locations.

The attached figure presents the distribution of the accidents throughout the Glen Park study area, as developed from the SWITRS report. In general, the accidents were spread out throughout the study area, however, accidents on three streets accounted for more than 50 percent of the 82 accidents.

- Bosworth Street had a total of 28 accidents (34 percent of all accidents), with the intersections of Bosworth/I-280 on-ramp (9 accidents) and Bosworth/Diamond (13 accidents) having the greatest number.
- Monterey Boulevard had a total of 22 accidents (27 percent of all accidents), with the intersection of Monterey/Circular having the most (12 accidents).
- Allemany Boulevard had a total of 16 accidents (20 percent of all accidents), with the intersection Allemany/Silver having the most (10 accidents).

**Table A-1: Summary of Vehicle Collisions in Glen Park Study Area
(July 1997 through June 2002)**

Location		Type of Accident				Total	% of Total	Number of Injuries
		Motor Vehicle	Pedestrian	Bicycle	Other			
Monterey	Joost	1	1	3	0	5	6.1%	5
	Baden	1	0	1	0	2	2.4%	3
	Acadia	1	2	0	0	3	3.7%	3
	Circular	<u>9</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>12</u>	14.6%	<u>14</u>
		12	4	4	2	22	26.8%	25
Circular	Baden	1	0	0	1	2	2.4%	3
Joost	Brompton	1	0	0	1	2	2.4%	0
	Lippard	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	1.2%	<u>0</u>
		1	0	0	2	3	3.7%	0
Lyell	Bosworth	1	0	0	0	1	1.2%	1
Bosworth	I-280 on-ramp	5	3	0	1	9	11.0%	8
	Chilton	3	0	0	0	3	3.7%	5
	Diamond	8	5	0	0	13	15.9%	15
	Lippard	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	3.7%	<u>2</u>
		18	9	0	1	28	34.1%	30
Chenerey	Diamond	0	2	0	0	2	2.4%	2
	Castro	0	0	0	1	1	1.2%	0
	Lippard	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	2.4%	<u>1</u>
		1	2	0	2	5	6.1%	3
Bemis	Castro	1	0	0	0	1	1.2%	0
Cayuga	Tingley	0	1	0	0	1	1.2%	1
San José	Theresa	0	0	0	1	1	1.2%	0
	Tingley	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	2.4%	<u>1</u>
		0	0	0	3	3	3.7%	1
Alemany	Tingley	1	0	0	1	2	2.4%	3
	Mission	1	0	0	0	1	1.2%	1
	Silver	7	1	0	2	10	12.2%	9
	Lyell	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	3.7%	<u>1</u>
		11	1	0	4	16	19.5%	14
Total		46	17	4	15	82		78

Source: DPT, SWITRS

Of the 82 accidents, 17 involved pedestrians. The primary cause of vehicle collisions with pedestrians was a pedestrian violation (e.g., jaywalking between the BART parking lot and station, or crossing intersection during the red phase for pedestrians). One vehicle/pedestrian collision was due to unsafe vehicle speed. The greatest number of vehicle/pedestrian accidents occurred at intersections with Bosworth – five at Bosworth/Diamond, three at Bosworth/I-280 on-ramp, and one at Bosworth/Lippard, and Monterey Boulevard – two at Monterey/Acadia, and one each at Monterey/Joost and Monterey/Circular.

Of the four accidents that involved bicyclists, all were on Monterey Boulevard, with three at the intersection of Monterey/Joost. The causes of vehicle/bicycle collisions were auto right-of-way violation, bicyclist traveling on wrong side of street, and traffic signal.

Table A-2 presents a summary of the primary contributing factors for collisions, in order of frequency. As indicated in the table, the top three primary contributing factors were unsafe vehicle speed (21%), pedestrian right-of-way violation (18 percent) and auto right-of-way violation (15 percent). Unsafe travel speeds were primarily related to rear ending of vehicles and collision with other accidents. Only one vehicle/pedestrian accident was related to unsafe speed of vehicles.

Table A-2: Summary of Primary Contributing Factors for Collision in the Glen Park Study Area (July 1997 through June 2002)

Primary Contributing Factor	Number of Accidents	Percentage
Unsafe speed	17	21%
Pedestrian right-of-way violation	15	18%
Auto right-of-way violation	12	15%
Traffic signals and signs	11	13%
Driving under the influence	6	7%
Following too closely	5	6%
Other hazardous movements (by auto)	4	5%
Improper turning	3	4%
Hazardous parking	2	3%
Unsafe lane change	2	3%
Unknown	2	2%
Other than driver or pedestrian	1	1%
Unsafe starting or backing	1	1%
Wrong side of road	1	1%
	82	100%

Source: San Francisco DPT, SWITRS

Information on collisions during the five year period was used along with traffic volume data to calculate the number of collisions per million vehicles at the collision locations, and the rate was compared to the DPT's intersection collision rate statistics to evaluate the need for safety improvements. In general, DPT's thresholds for are 0.5 collisions per million vehicles at signalized intersections and 0.17 collisions per million vehicles at two-way STOP controlled intersections. It should be noted that DPT considers additional factors in evaluating safety conditions at intersections including physical layout of intersection, type of control and types of collisions.

Current traffic volume information for the 23 collision locations in the Glen Park study area is incomplete, and calculations of complete collision rates were only possible at limited locations. However, review of the number of accidents, volume data that is available for the location as well as at similar nearby locations, and comparison to collision rates at other locations, the following conclusions could be made:

- Locations where less than three accidents at either signalized or unsignalized locations during the five year period do not exceed the rate expected for other locations in San Francisco and do not reflect a safety issue. There were less than three collisions during the five-year period at 18 of the 23 collision locations.
- The intersections of Monterey/Circular, Bosworth/I-280 on-ramp, Bosworth/Diamond, Alemany/Silver and Monterey/Joost had between 5 and 13 collisions during the five-year period. However, since these roadways carry high volumes of traffic, the collision rates do not exceed DPT's thresholds, and do not indicate any unusual safety issues.
- At the intersection of Monterey/Joost there were five collisions during the five-year period. As indicated above, due to the high traffic volumes at this location, the collision rate does not exceed DPT's thresholds. However, as three of the five collisions were between autos and bicyclists, improvements in bicycle access along Monterey Boulevard would enhance safety for bicyclists.
- At the intersection of Bosworth/I-280 on-ramp three of the nine collisions involved pedestrians. Pedestrian right-of-way violations were the primary cause of the collision, likely pedestrians illegally crossing between the BART parking lot and the station. Improvements to

discourage pedestrians from crossing at this location, or to facilitate pedestrian crossings, would serve to reduce the auto/pedestrian collisions at this location.

