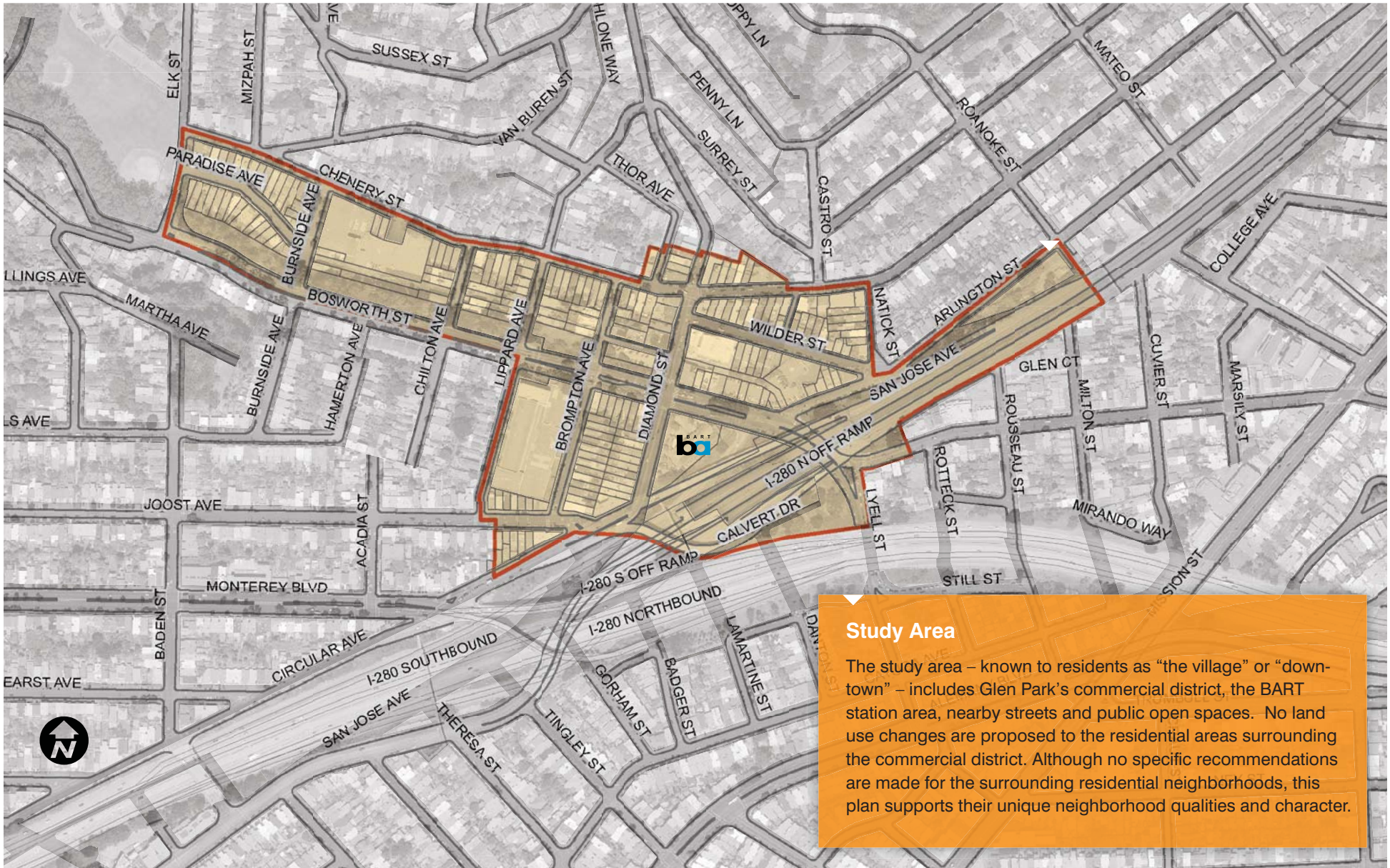




Background

In the summer of 2003 a series of intensive planning workshops were held at the Glen Park Elementary School with neighbors, local merchants, agency decision-makers and planners to create a preliminary community plan for Glen Park. Over 100 community members participated in the various planning workshops. The draft “Community Plan” that was created provides a tool for the neighborhood to enhance its unique community character.



What’s Happening NOW?

The Planning Department is now conducting meetings to refine the vision for the neighborhood contained in the Draft Community Plan. We will be working to hold a series of community meetings over the next year to complete unfinished pieces of the Plan and develop an implementation strategy for neighborhood improvements. This final Plan will be adopted by the Planning Commission and Board of Supervisors making it official City policy.

We are happy to announce the Environmental Review process for the plan is now underway. Review will include the preparation of an environmental impact report/environmental assessment (EIR/EA) and a transportation feasibility analysis study. The Transportation Feasibility Analysis will analyze the Plan’s transportation improvements to determine their viability. The EIR will provide both California Environmental Quality Act

(CEQA) and National Environmental Policy Act (NEPA). We hope to have the plan adopted and environmental review document (EIR) certified by the end of 2010 or early 2011.





# Glen Park Community Plan

## VISION FOR THE NEIGHBORHOOD



### 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.

### Community Plan Goals

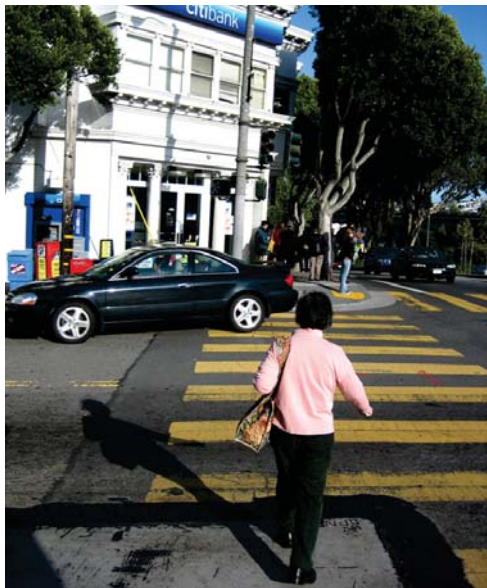
- Maintain and enhance Glen Park’s “village” character
- Ensure any future change fits with the existing character
- Enhance local business vitality
- Ensure adequate short-term parking for businesses
- Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic
- Improve traffic flow in the Glen Park business district
- Improve pedestrian and bicycle safety
- Create better connections and access to transit modes
- Create better connections to Glen Park village from surrounding neighborhoods and Glen Canyon
- Create public gathering spaces near the heart of the village
- Encourage housing targeted to a mix of incomes and household types.





# Glen Park Community Plan

## CALMING STREETS AND MOVING PEOPLE



### Transportation in Glen Park

Glen Park is a quintessential transit-oriented neighborhood. The neighborhood is well served by both local and regional transit including Muni and BART. Glen Park has a compact, walkable form and a thriving commercial district where most residents' daily needs can be met.

Transportation infrastructure, however, has created some challenges to the area's livability. While I-280 provides convenient connections to the larger Bay Area, the "freeway-like" portion of San José Avenue—a remnant of the 1960's freeway plans—creates a barrier between neighborhoods and lacks a human scale. Glen Park's small streets can become quite congested at rush hours as cars, Muni buses, employee shuttle buses, pedestrians and bicycles all compete for street space.

### What's Happening Now?

- Environmental Review and Transportation Feasibility Study

The Draft Community Plan proposes a number of improvements to the transportation context in Glen Park. The Environmental Review process involves a Transportation Feasibility Study to determine if suggested improvements can be implemented. Results from this study will be vetted with the community in the coming months so that transportation improvements can be prioritized.

### Consensus Strategies

1. Fix the Problem Intersections
2. Get the Parking Right
3. Turn San Jose Avenue back into an Avenue
4. Calm the Streets
5. Complete the Bike Network
6. Make Better Transit Connections
7. Manage Congestion





# Glen Park Community Plan

## CALMING STREETS AND MOVING PEOPLE

### 1. Fix the Problem Intersections

The Draft Plan identified three major intersections in need of improvements. These include:

- Diamond/Bosworth Streets
- Bosworth/Lyell Streets
- Bosworth/Arlington/I-280 On-ramp

### 2. Get the Parking Right

The Final Plan will include a set of parking recommendations. Glen Park residents expressed interest in planning code changes being applied in other neighborhoods that reduce parking requirements for development in areas well-served by transit. These changes help increase housing affordability, reduce traffic, and provide opportunities for less auto-dependent lifestyles. Efficient management of metered spaces will also be important to ensure customers of local businesses and residents who must drive have adequate parking.

### 4. Calm the Streets

Glen Park's proximity to the freeway and peak hour traffic make residential streets an attractive location for cut-through traffic. Some traffic calming strategies identified in the Draft Plan include:

- Narrow Joost Avenue
- Tighten the Joost Avenue/Monterey Boulevard intersection.
- Tighten the Arlington/Wilder Street intersection.
- Add Street trees to visually "tighten" width of streets and slow cars
- Determine if and where speed humps may be necessary.

### 5. Complete the Bike Network

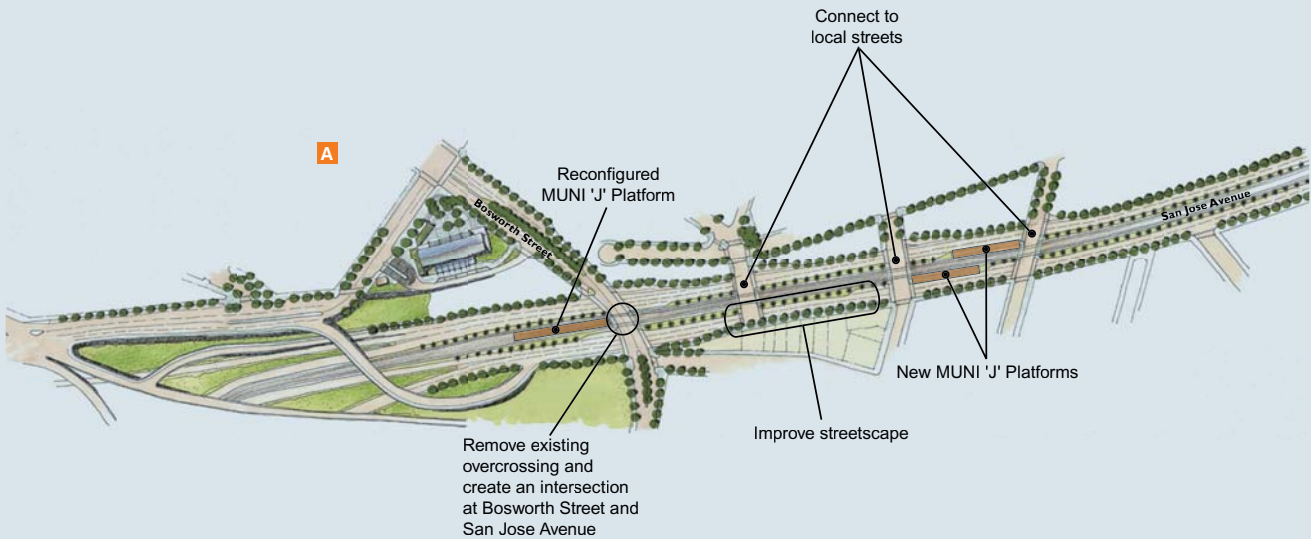
Bicycle improvements will be proposed consistent with SFMTA's citywide Bicycle Plan.



### 7. Manage congestion

The City's strategy to manage congestion involves making other modes (walking, bicycling and transit) more attractive and deciding where congestion may have the least impacts. The Draft Plan identified the following areas to address congestion:

- O'Shaughnessy Boulevard
- Monterey Boulevard Ramps
- Bosworth Street



### 3. Turn San Jose Avenue back into an Avenue

The Draft Plan discusses the possibility of converting the freeway-like portion of San José Avenue into an attractive city boulevard, similar to Dolores Street or the new Octavia Boulevard. Such a proposal represents a long-term future vision and would require additional traffic, engineering and environmental studies as well as significant funding.

### 6. Make better transit connections

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

- Extend the #35 bus to the BART station.
- Identify an ADA accessible bus and van drop-off point at the BART station.
- Create an accessible connection between BART and the Muni J-Church line.
- Consider creating a bus loop around the BART station.
- Consider better overall integration of Muni routes and BART stations.

Muni's recently completed Transit Effectiveness Project has proposed a series of recommendations to make Muni service more reliable, quicker and more frequent.





# Glen Park Community Plan

## SITE SPECIFIC DESIGN RECOMMENDATIONS

### Background

The following two sites received focused attention because of their prominence and place in the overall form and character of Glen Park. A general consensus was reached during the planning workshops that any new development on these sites should be highly sensitive to their context and strive to integrate gracefully into the Village fabric.



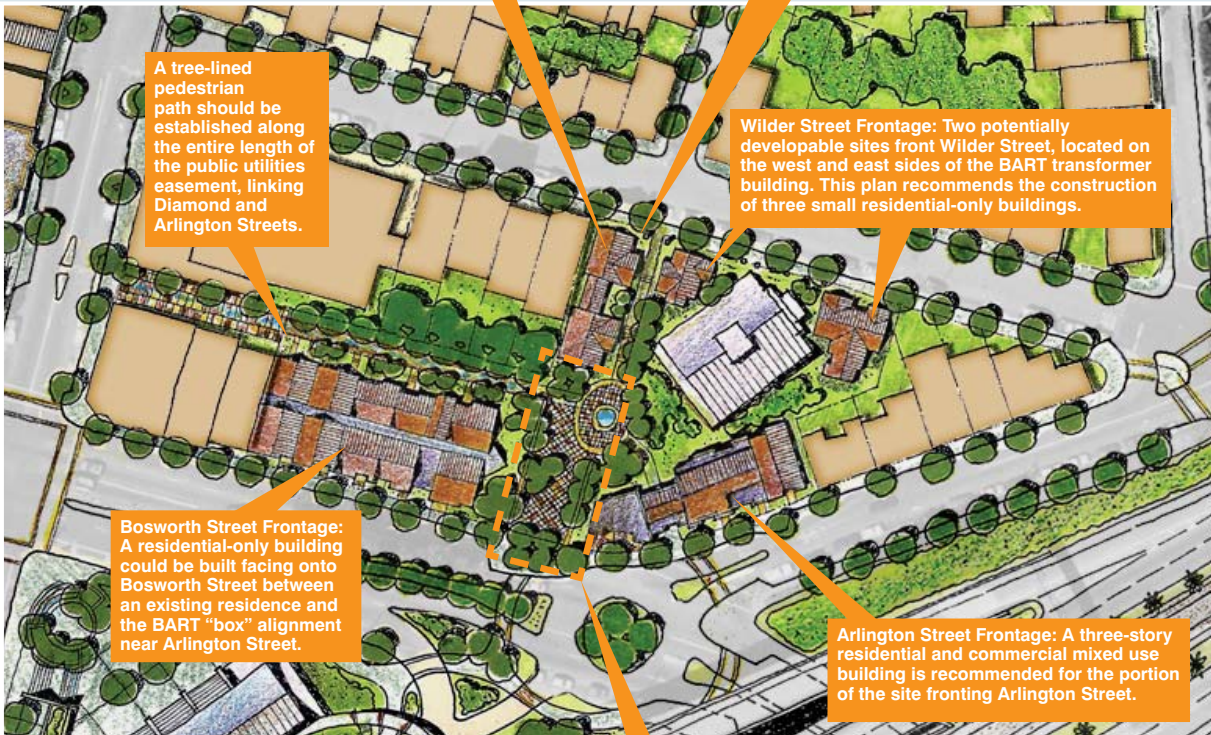
### BART Parking Lot

This sloping site, fronted by Bosworth, Arlington and Wilder Streets, is across the street from the BART station and adjacent to Glen Park's commercial district. Current uses on the site include 54 BART parking spaces and a building housing BART electrical equipment. The Draft Plan recommends that this site be redeveloped with housing and a very small amount of neighborhood commercial space.

The conceptual renderings contained in the Draft Plan are shown here.

Infill development with predominantly residential buildings is recommended for the remaining portion of the BART parking lot and transformer site.

A pedestrian path should connect Bosworth and Wilder Streets, following the alignment of Carrie Street.



A tree-lined pedestrian path should be established along the entire length of the public utilities easement, linking Diamond and Arlington Streets.

Wilder Street Frontage: Two potentially developable sites front Wilder Street, located on the west and east sides of the BART transformer building. This plan recommends the construction of three small residential-only buildings.

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.

Arlington Street Frontage: A three-story residential and commercial mixed use building is recommended for the portion of the site fronting Arlington Street.

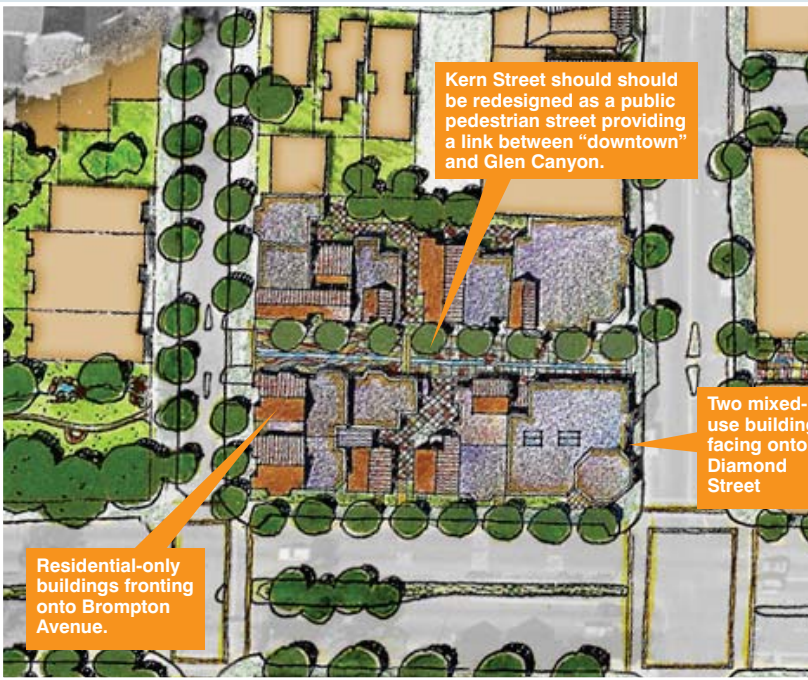
This plan recommends the creation of a plaza with benches, trees, lighting, a community garden, and/or children's play area.

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. Buildings may be built over this easement but to do so would be very costly.

### Northwest Corner of Diamond and Bosworth Streets

This location received special attention because of its prominent location. This plan recommends that these five parcels be redeveloped in a manner consistent with the Plan's vision. Redevelopment of the site could include the development of mixed-use and residential buildings.

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 "downtown" and benefit from proximity to BART and Muni.



Kern Street should be redesigned as a public pedestrian street providing a link between "downtown" and Glen Canyon.

Two mixed-use buildings facing onto Diamond Street

Residential-only buildings fronting onto Brompton Avenue.





# Glen Park Community Plan

## PLACES TO GATHER AND ENJOY

### Public Spaces & Greenway

Glen Park is fortunate to have a mix of public open spaces, including playfields, areas dedicated to protection of natural resources and informal green spaces. 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.”



### Greenway

A tremendous opportunity exists to create a continuous linear greenway that connects “downtown” and Glen Canyon Park. Currently an informal trail exists along the publicly-owned land parallel to Bosworth Street. The Plan recommends formalizing these green spaces into a linear park with a multi-use trail along its length. The greenway could provide a safe route to walk and bike to Glen Canyon.



### BART Plazas

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



### Streets as Public Space

Street trees, wider sidewalks and the design of a pedestrianized Kern Street would help make streets in Glen Park friendlier spaces to walk and hang out.

The community expressed interest in a number of other streetscape improvements in Glen Park’s commercial core, including:

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





# Glen Park Community Plan

## NATURE IN THE VILLAGE

### Islais Creek

Islais Creek, which flows through Glen Canyon, is one of only two San Francisco streams that has not been buried completely underground. The original Islais Creek flowed from Glen Canyon Park all the way to the Bay. The Gold Rush and slaughterhouses of the 1870's heavily polluted the creek and led to its eventual diversion underground into a culvert. Today Islais Creek flows free in Glen Canyon Park but drains into an underground culvert near the recreation center building.

The opportunity exists to bring portions of Islais Creek to the surface. Creek “daylighting” is the redirection of a stream into a above-ground channels. The goal is to restore a stream of water to a more natural state creating benefits to the drainage system, habitat values and improved aesthetics of a community.

Daylighting parts of the creek could provide the neighborhood with a new recreational amenity and serve as a model of green infrastructure and sustainable stormwater management.

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.
- ➔ The design must acknowledge the varying water flow rates and still be attractive at all times of year.

Cities like Oakland, Berkeley, Santa Rosa and Portland have all successfully restored creeks to the surface in dense urban environments.



Islais Creek flows freely in Glen Canyon but then disappears under the neighborhood into a culvert shown above located near the Glen Park Recreation Center.

Islais Creek supports a rich riparian community of plants and animals.

### Examples of potential creek design strategies.





# Glen Park Community Plan

## WHAT MAKES A VILLAGE?



### Glen Park’s unique “Village” character

Glen Park combines many of the best features associated with dense urban neighborhoods including a strong local-serving retail center within walking distance of homes and extensive transit service. The neighborhood also has characteristics of a small town including access to a wide range of open spaces and community facilities for families with children such as an elementary school and the library. The community’s

distinct topography, eclectic mix of housing styles, and the small-scale nature of both buildings and streets further contribute to Glen Park’s distinct identity.

The Draft Plan seeks to further strengthen the relationships among Glen Park’s key land uses: open space, commercial, and housing, while ensuring safe and pleasant connections between these land uses and the community’s transportation infrastructure.

### Next Steps

As part of this planning process, specific proposals will be developed for zoning modifications and building heights in the Village. The Planning Department’s recent work in other neighborhoods has taught us a lot about how to tailor zoning to the unique contexts of different neighborhoods especially around transit.

