

Glen Park Community Plan

Public Comments Received on Working Draft Plan (October 2010)

PEDESTRIANS

- Like the idea of 4 way red light for pedestrian crossing
- Suggest seating on northeast corner of Diamond and Chenery at the bus stop where a bench was removed some years ago.
- Widen sidewalks along Elk along Glen Park playground.
- Intersection of Bosworth & Arlington needs better crosswalks.
- Widening sidewalks will result in narrowing street. Street furniture will narrow sidewalks.
- Support changes in downtown Glen Park that make it more pedestrian friendly.
- Intersections of Bosworth & Lyell, Bosworth & Arlington need to be improved for pedestrians.
- San Jose Avenue underpass needs better lighting to improve safety.
- Like idea of making sidewalks and crosswalks more pedestrian friendly.
- Put bench back that was removed.
- Improve pedestrian crossing at Diamond and Bosworth.
- Support making Bosworth more pedestrian friendly.
- Features that enhance public safety should be incorporated into pedestrian projects – lighting, etc.
- Pedestrian improvements, planting and beautification should be considered for the area near Monterey Blvd on ramps.
- Pedestrian bridges in area should be redesigned – too disconnected and high up.
- Pedestrians form the community so Plan should foster health and safety of pedestrians.
- Plan should provide for business-related, residential, recreational, school pedestrians.
- Pedestrian improvements for intermodal connections.
- Area is steep and older and less mobile people also need access – how to provide access if people need to get to Village in a car?
- Put back benches on Diamond and Chenery but include lighting.
- Widen sidewalks.

BIKES

- Use “sharrows” for bikes to keep parking availability.
- Oppose removing car lanes for bike lanes.
- Bike riders do not stop for pedestrians. Bike improvements are not realistic.
- Safety of bike lanes on Monterey Blvd. and San Jose Ave on/off ramps should be considered.
- Consider bike sharing system.
- Planning Dept needs to be more consistent about their proposals for bicycles.
- Bicycles should be kept out of Glen Park.

TRANSIT

- Allow cars, buses, vans, etc to all use bus loop if it is built
- J-Church line is limited and redundant to BART line.
- Impact of shuttle buses on neighborhood should be addressed.
- Possible to limit size of buses travelling through neighborhood?

- Add policy stating interim improvements should be made to existing J-Church platform and pathway to make it safer and more attractive.
- Increase bus service.
- BART pick up/drop off passenger areas should be increased.
- BART station is dirty and should be better maintained. Needs covered waiting area for rain.
- Need clarity about intention to possibly move J-Church platform.

VEHICLES

- Support adding left turn pockets on Diamond Street.
- Make left-turn pockets on Diamond a “near-term” project to address congestion there.
- Try and route traffic away from congested Diamond/Bosworth intersection.
- Need specific policy about freeway on-off.
- Reduce the temporary parking and disruption of employee shuttle buses.
- Install traffic light at Diamond and Chenery,

TRAFFIC CALMING

- Support roundabout at Bosworth/Arlington/I-280 onramp.
- I used to work in that area and really enjoyed walking to work, despite the fact that it wasn't the most pedestrian friendly walk due to the crazy traffic situation around BART, and the intersections of Diamond/Bosworth/Arlington Streets.
- Test the roundabout before installing.
- Calm traffic through Glen Park and consider eliminating some access from freeways and San Jose Avenue.
- Integration of open space should be considered with traffic calming treatments.
- Consider expansion of sidewalk along Joost and Monterey to calm intersection rather than expanded center island.
- Timed lights on Bosworth.
- Short-term fixes to slow down Bosworth especially between freeway overpass and Burnside.
- Change the places at which San Jose and Bosworth become two lanes.
- Design traffic calming as a transition from freeway to the neighborhood.
- Make Chenery narrower to slow down traffic and use space for other uses (more angled parking, wider sidewalks).
- Separate freeway on/off from other uses of roads especially around BART station.
- Slow down Bosworth by fewer lanes on northbound towards O'Shaughnessy.
- Need clarity about intentions regarding traffic circles.

SAN JOSE AVE

- Homeless camps and criminal element that may be increased with improved access between neighborhoods should be addressed
- The proposed redesign of San Jose Avenue will increase traffic congestion in Glen Park. The Plan would result in lower speed limits on San Jose Avenue,
- Support reestablishing street connections across San Jose Avenue.
- Changing San Jose Avenue will only push cars onto other north south streets.

- New connections created by redesigned San Jose Avenue could help relieve congestion in Glen Park at critical intersections.
- Neighbors nearby in Bernal Heights support San Jose Avenue redesign.
- Proposed redesign of San Jose Avenue will increase traffic congestion in Glen Park.
- Debris and homeless camp on San Jose Ave Bernal side. Impacts of restoring access across San Jose - the homeless and the criminal element.
- Close bridges over San Jose Avenue to cars and make just for walking/biking.
- Volume and speed of cars on San Jose Avenue needs to be addressed through near-term traffic calming fixes.
- Walking and biking should be encouraged on San Jose Avenue.
- Congestion on San Jose as cars on Rousseau spill out.
- Add wide bike lanes and more trees along San Jose Ave so it does not look so “freeway” like.
- Speeding cars and trash dumping are a problem.
- Slow down San Jose Avenue.
- Set up San Jose to Arlington as an intersection instead of an off-ramp.

GREENWAY

- Support greenway
- Greenway design should make sure there is sufficient “play space” in grassy areas in addition to pathway. Hope funding found to build greenway.
- Using green belt to enhance route to Glen Canyon Park is a good idea.
- Greenway should include upgrades to Paradise Street.
- Support greenway connection from village to Glen Canyon to we can all enjoy open space.
- Greenway should be open to bicycles and pedestrians.
- Greenway will just become torn up off-leash dog area.

BART PLAZA

- In favor of BART plaza redesign beautification
- Support redesign of BART plaza to make it more viable, safer communal space.
- Landmark the BART station and get the plaza so it lives up to the station and works with traffic use patterns.
- Make the area more open, lighted, friendly for sitting on warm days.
- Add more outdoor concessions at plaza.

OPEN SPACE

- Create parklet on Wilder Street near Diamond for use during weekly farmer’s market.
- Excited about ‘Village’ possible parklet project.
- Parklets aren’t needed. Just walk to Glen Canyon Park.
- Create dog park on Arlington Street.
- Turn Cayuga into green path for bicycles and walkers.
- Parklet is not suitable for Glen Park’s climate and parking needs.
- Try parklet temporarily to see if it works.
- Widen sidewalks as way to provide more open space.

- Don't take parking spaces for pocket parks.

CREEK

- Excited about Islais Creek daylighting feasibility study.
- Will attract mosquitoes and will become off leash dog area.
- Land near creek easement has been poorly maintained and is dumping ground for trash and homeless encampment. Mosquito problems in the summer. Land floods when it rains. Water from nearby school flows into area. Little faith city can maintain area if creek is daylight.
- Creek will attract lots of mosquitoes.
- support creek study
- "I am a huge fan of daylighting the creek"
- Strong objection to daylighting creek – flooding concerns, St. John's School lack of drainage, garbage collects in area, land has never been consistently maintained, breeding ground for bugs, pigeons and rats would be drawn there, concern for water cleanliness.
- Not in favor of daylighting creek.
- Would like to see creek daylighting project.
- Especially support creek daylighting.

ZONING

- Consider expanding neighborhood commercial district up Chenery Street towards Noe Valley.
- Updating existing zoning is a way to help BART develop property to utmost.
- Opposed to rezoning that would increase height and decrease parking.
- If NCT rezoning goes through this will make it easier for BART lot to get NCT zoning – this makes it appear as if City is working with BART.
- Updating zoning is effort to help BART develop their property.
- NCT zoning is bad idea. Allowing more residential units with reduced parking would increase congestion.
- Oppose increase in height and density, decrease in parking.
- Don't change zoning. Will make area too dense and bring more congestion.
- Increase in housing density will create further traffic congestion surrounding village.
- Increasing size/height of storefronts will result in overbearing congested atmosphere.
- Property owners should have say in zoning change.
- Like idea of maintaining storefronts.
- Opportunity exists to enlarge and encourage more commercial development so Glen Park can become transit village with critical mass of retail.
- Expand neighborhood commercial zoning to include parcels on Chenery between Castro & Natick that have commercial businesses.
- Consider rezoning parcels across from BART station on Diamond that have garage doors to allow for retail.
- Rezoning to NCT is a slippery slope for future development that could impact neighborhood livability.
- Concerned about franchise businesses.
- What about designing special district near transit? Need to know more before commenting.
- Keep chain stores out of Glen Park and favor small businesses.

HEIGHTS

- 65' feet on BART lot is too high
- 45' too high
- 5' height increase should not happen. Will only benefit BART.
- Why increase height by 5' if most of area is already built out?
- Consider impact on views if height is increased.
- 6 storey building is way too big.
- Larger (moderate) buildings could suit small-town feel if properly designed.

BART Lot

- BART parking lot should remain a parking lot.
- BART lot should stay a parking lot.
- Uncertainty of BART development plans (density, units, parking) means Plan and environmental review can't take into account increased congestion that will result.
- No guarantee BART will respect City's policies, codes or community wishes.
- Keep BART parking lot.
- Add plaza or park on top of BART parking lot.
- BART lot provides safe space to park car at night when using BART.
- Use BART lot for public space.
- Use Plan to increase community leverage with BART.
- Plan should be silent on BART lot.
- Make assumption that parking lot stays, and if that changes we'd need to update the Plan.

SAFETY

- Increasing densities, and more traffic and congestion will compromise community safety by compromising Glen Park's character as a neighborhood one can walk in. Frustrated and delayed drivers already make it less safe for pedestrians. Increasing densities and traffic lead to agitation and higher crime.
- Do not feel safe in Glen Park and Glen Canyon especially J-Church area, tennis courts, Bosworth overpass. Must deal with safety first and foremost.
- Add more street lighting along Diamond, Chenery and into the park.
- Need more police and more hours from Patrol Special Police.
- Trim trees and do not plant trees where visibility will be impaired.

PARKING

- Oppose expansion of Residential Permit Parking areas and propose removing them along Bosworth and Arlington where no homes are fronting street.
- Plan will reduce parking further in area already with parking difficulty (BART lot, NCT, parklets)
- Concern about taking parking away on Diamond Street – may result in people parking in residential areas.
- Glen Park has lost lots of parking – Marketplace site, Bike Plan, possible BART lot
- Add 15 minute green spaces

- Don't take out parking w/out adding new parking
- Lack of reliable public transit and physical disabilities require some people to drive and so parking should be provided.
- Do not eliminate parking spaces in new construction.
- Do not limit ability to add garages to properties
- Ideas to increase parking capacity instead of continually reducing:
 - Convert Bosworth westbound to one lane, and create angled parking (Bosworth to Elk)
 - Joost diagonal parking OR all 90 degree with half side no parking?
 - Wilder to one-way with diagonal or parallel 90 degree parking?
- Provide short-term parking for businesses.
- Problem with much of parking is number of ADA placards.
- Adjustable rate/time parking meters are a "cash cow" for the City.
- Plan will reduce street parking in area already saddled by parking shortages.
- Any new development in downtown Glen Park that contains housing should include off-street parking for residents.
- Parking is getting worse in Glen Park.
- The goal should be maintain status quo rather than lose or gain parking – for any parking removed to create open space, an effort should be made to create a space somewhere else.
- Support reducing parking.
- There isn't really a parking problem, it's just an unreasonable expectation.
- Need an analysis that shows what happened when parking was reduced to build Canyon Market.
- Should not only preserve but increase car parking.
- Add more parking meters on Wilder Street to encourage turnover for businesses.

IMPACTS ON OTHER N'HOODS

- Plan impacts surrounding neighborhoods like Miraloma Park who would be adversely affected by loss of BART parking lot.
- Miraloma Park residents need to drive to Glen Park because of lack of reliable transit service, physical disabilities, inability to walk, and families with children.
- Muni service is inadequate so need to drive. Oppose elimination of BART parking lot.
- Miraloma Park is very hilly with infrequent transit service. This makes walking difficult – oppose reduction of on-street parking, curb cut restrictions, development of BART lot.
- Taking transit from Miraloma Park to BART is not feasible, bus adds 30 minutes to commute time.

DEVELOPMENT

- All new buildings should provide housing for families (4+ people). These developments can provide 1 parking space for family of 4 or more. Also, 1 bedroom apartments for seniors.
- Against development of low or ultra-low income housing but would favor affordable housing for teachers, police, working/middle income families.
- Support development in area if well suited to context. Good examples exist of quality development that fits into the commercial areas of low-rise residential neighborhoods – Forest Hills Gardens (Queens), Lake Anne Village (Reston, VA).

- To keep middle class families in San Francisco, build single family homes and not condos.
- New development is unnecessary.
- Limit size of infill development projects in area.
- Support high density development and low-moderate income housing.
- New development should be small scale to suit small-town feel.
- Want to be involved in developing guidelines for new development.
- Buildings should not go over two stories high.

GENERAL

- Underground the utilities in merchant area.
- Beautify streets in merchants area and all fence areas around BART.
- Would like to see near-term projects identified and prioritized for implementation.
- Many of plan's objectives will destroy not preserve neighborhood character (rezoning, BART plaza redesign, BART lot development, redesign of San Jose Ave).
- Until San Francisco can provide better transit service, some people will always need to drive.
- Glen Park needs better ongoing attention and maintenance from the City.
- Need to see short-term implementation plan for smaller projects – traffic calming, pedestrian, etc.
- Need list of doable projects with short-term and long-term priorities.
- What gets priority – bicycles, buses, pedestrians or cars?
- We are small, isolated and hilly community and should not be treated as “intermodal” or “urban” or “center.”
- Glen Park's cherished qualities are unique, small, friendly, quiet, low-level, diverse, walkable, safe, creative and should stay that way.

NEW IDEAS

- Creation of new on-street parking spaces
- Consider a Glen Park BART shuttle system to Miraloma Park and Diamond Heights.
- Creating street market space – closing Diamond btw Bosworth and Chenery, Wilder street temporary closures/parklet.
- Include language supporting and expanding car sharing services in Glen Park.
- Support car sharing.
- Creating street market space by closing Diamond btw Bosworth and Chenery.
- Expand car-sharing.