Friends of Glen Canyon Park

140 Turquoise Way
San Francisco
CA 94131
415.648.0862

"Dedicated to restoring and increasing public appreciation of a significant natural area within San Francisco"

Oct. 2, 2010

Judy Irwin
Glen Park Community Plan
1650 Mission St. Suite 400
S.F. CA 94103

Dear Judy,
I've been living in Glen Park since 1973 and am interested in all improvements to Glen Park. I am a member of the Glen Park Garden Club and Friends of Glen Canyon Park. I have been working on planting efforts in the Canyon for 20 years, & am concerned about maintaining open (green) space in Glen Park.

Glen Park is a Nature in the City treasure. There is a proposed pamphlet. There is a proposed trail thru the greenway from BART to Glen Canyon Park which is in the Glen Park Plan. It is important that the siting of this trail is such that it does not run down the middle of the greenway thereby taking up what little play space there is in the greenway area.

Hopefully the groups involved in the Bioregional Park can get funding and build the trail according to the Glen Park Plan.

Yours

[redacted]
SF CA 94131

[redacted]

Pink Flowering Current (Ribes Sanguineum Var. Glutinosum) ©2003, Richard Craib.
From a photographic series, *The Nature of Glen Canyon Park*, featuring native plants, birds, ancient geologic outcrops, and one of the two last free-flowing streams in San Francisco.
To join friends of the park in restoring this incomparable native habitat, or "To learn more about the park, call... 415.648.0862."

[redacted]

09/14/2010 10:09 PM

To jon.swae@sfgov.org

cc

bcc

Subject Glen Park Community Plan comment

History: This message has been replied to.

Hi Jon,

First, thank you for all your hard work in updating the plan and involving the neighborhood.

I wasn't able to attend the meeting tonight, but I did have a few comments in response to the draft plan. I live on Bosworth Street, and I used to take BART when I worked downtown, but now I am commuting to the South Bay via 280 & 101.

During commute hours, the Diamond / Bosworth intersection is especially backed up. If possible, I would love to see the left-turn lanes for that intersection broken out as a Near-term project or at least prioritized within the Traffic Calming & Vehicle Circulation projects.

Also, I recognize the need to slow traffic for pedestrian safety, but I would ask for consideration of car commuters leaving the neighborhood via Alemany Ave in the project to narrow lanes on Bosworth under San Jose. I take 280 North -> 101 South from Bosworth, and it is very backed up to get on 280 North from Monterey (starting at Bosworth), so I found that taking Bosworth to Alemany is much less congested. Making this harder / slower to navigate without improving the Monterey / Circular 280 onramp would just increase congestion.

In addition, I am excited about the Islais Creek Study and Glen Park Village 'parklet' projects.

Thanks very much.

Best,

[redacted]

[redacted]

09/16/2010 01:46 PM

To Jon.Swae@sfgov.org
cc
bcc
Subject Re: Glen Park Community Plan Update!

History: This message has been replied to.

Jon,
Thanks for this follow up email. I aprreciate it. Here are is my concern from the meeting.....I am very opposed to the rezoning that was discussed at the meeting. This neighborhood is already dense and cannot take a zoning that has unlimited height restrictions and parking. It is already dense. Please explain why you guys are pushing for the re-zoning. As of now it appears you are doing this for the BART project to happen later. I understand that is separate from you but if you rezone then BART has an easier time getting their strucrure built as they would "match" the neighborhhod zoning. That makes you guys appear you are working together for BART even though you claim it is separate. Please share your reasoning on this push. Thank you,
[redacted]

On Sep 16, 2010, at 12:36 PM, Jon.Swae@sfgov.org wrote:

Hello!

Thank you to all who attended the Glen Park Community Plan meeting Tuesday night at St. John's Elementary School. We found the event very productive and are happy to begin the conversation with you all on what the Final Plan will look like. This was the first discussion and definitely NOT the last.
We expect our next meeting to take place at the beginning of November. Look for an announcement in mid/late October.

I wanted to inform you of the following updates:

Working Draft Plan
The materials distributed at the meeting are now up on our website. These include the current working draft of the Glen Park Community Plan and the presentation. They can be found on-line at:
http://glenpark.sfplanning.org

Also, we would like to hear your thoughts on what you like, don't like or think is missing. Please submit any comments you may have on the working draft by Oct. 15th. Comments can be submitted by email, mail or fax.
Email: jon.swae@sfgov.org
Mail: Jon Swae, SF Planning Dept, 1650 Mission Street, Suite 400, San

Francisco, CA 94103
Fax: (415) 558-6409 Attention: Jon Swae

Neighborhood "Office Hours"
On October 5th, Planning Department staff will be holding "office hours" at the Glen Park Recreation Center. This is an informal opportunity for 1 on 1 and small group conversations. We will be available to discuss your ideas, issues or questions regarding the draft Plan. Please come by, say "hello," and let us know what's on your mind.

Community Plan Office Hours
Glen Park Recreation Center (auditorium)
Tuesday, Oct. 5th
5:30-7:30pm

That's all for now.

Thanks!
Jon

Jon Swae
Planner, Citywide Policy
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
p: 415.575.9069 | f: 415.558.6409

[redacted]
09/16/2010 02:03 PM

To jon.swae@sfgov.org
cc
bcc
Subject comments on Glen Park Plan

History: This message has been replied to.

Hello Jon,

I thought the recent meeting was helpful and informative.

My property is in the 300 block of Arlington so I am particularly interested in the proposed changes for San Jose Ave. which is a miserable, loud and polluting presence for us.

We have complained repeatedly about the debris from people who live and frequent the hills above San Jose Ave . As we look across the road to the Bernal side, we see what appears to be a camp and lots and lots of refuse. We know that the Arlington side has the exact same problem. If you care to take a walk in the 500 block and look down the hill (side with no homes) you will see homeless camps there as well.

I don't have to tell you how dangerous and unsanitary this is.

Additionally I have concerns regarding the proposed walk ways which would reunite Bernal with Glen Park. It seems like a terrific idea with one exception. We live right by Richland and that is part of a crime pattern. The overpasses (Richland and Highland) seem to provide an efficient way to run back and forth with ease. We hear cars roaring across the bridges all night. It is not uncommon for the cars to turn on to Arlington at full speed and then make a fast exit to 280. Also, we have been told by law enforcement that Miguel provides a pathway to the projects on Addison.

Our cars are frequently broken into and you probably already know the statistics about people being robbed right on our streets.

If additional access is a goal, then I hope concerns about the homeless and the criminal element are addressed at the same time.

Thanks

[redacted]

[redacted]

09/16/2010 04:04 PM

To <Jon.Swae@sfgov.org>
cc [redacted]
bcc

Subject RE: Glen Park Community Plan Update!

History: This message has been replied to.

Hi Jon,

Here are some comments:

1. The proposed plan will impact the neighboring areas such as Miraloma Park. Please plug that into the equation, especially when it comes to development of the BART parking lot. You may use me as contact for the Board of Directors of the Miraloma Park Improvement Club.

2. I am strongly opposed to development of the BART parking lot.

3. I am concerned about the decidedly anti car tone of the report. Cars and the need for parking will not go away.

Thanks

[redacted]

-----Original Message-----
From: Jon.Swae@sfgov.org [mailto:Jon.Swae@sfgov.org]
Sent: Thursday, September 16, 2010 12:37 PM
Subject: Glen Park Community Plan Update!

Hello!

Thank you to all who attended the Glen Park Community Plan meeting Tuesday night at St. John's Elementary School. We found the event very productive and are happy to begin the conversation with you all on what the Final Plan will look like. This was the first discussion and definitely NOT the last. We expect our next meeting to take place at the beginning of November. Look for an announcement in mid/late October.

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Email: jon.swae@sfgov.org
Mail: Jon Swae, SF Planning Dept, 1650 Mission Street, Suite 400, San Francisco, CA 94103
Fax: (415) 558-6409 Attention: Jon Swae

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Glen Park Recreation Center (auditorium) Tuesday, Oct. 5th 5:30-7:30pm

That's all for now.

Thanks!
Jon

Jon Swae
Planner, Citywide Policy
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
p: 415.575.9069 | f: 415.558.6409

[redacted]
09/18/2010 10:06 AM

To jon.swae@sfgov.org
cc
bcc
Subject Glen Park Planning

History: This message has been replied to.

Hi Jon,

[redacted]

I'm writing to be put on the mailing list for the Glen Park Community Plan. I'd also like to submit feedback on the plans as they've been explained and laid out thus far.

I live on Arlington Street near the corner of Miguel Street (which becomes Richland and crosses over to the Excelsior neighborhood). I love the ideas for downtown Glen Park/The Village. 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.

The main problem seems to be that cars can speed off of the freeway and San Jose Avenue wherever exits currently exist, and come flying onto the residential streets. San Jose Avenue is my backyard so I have to listen to the roar of cars speeding 50-75 miles an hour down the road everyday. I would love it if traffic could be calmed throughout Glen Park and if some of the access from the freeways and San Jose Avenue could be eliminated.

In fact, I'm in favor of most of the ideas presented in the Plan, with the exception of one suggestion. I do not think that the "neighborhood connection" between Glen Park and the Excelsior needs to be restored, especially via the small bridges that are Richland St. and Highland St. Our back windows look out onto Richland Street, and I have seen (and taken pictures) of the shady activity that goes on in "my backyard". Currently, the bridges and the areas around them serve as homeless encampments (mostly for day laborers), meet-up sites for prostitution, and convenient locations for drug and alcohol use. Our back windows look out onto Richland Street, and the hilly area to the right of the bridge and I can see clothing, mattresses, alcohol bottles, and garbage strewn all over the hill and under the bridge.

Furthermore, the bridge acts as a thoroughfare for people driving to BART from the Excelsior neighborhood, so once again people drive way too fast through our streets.

Finally, we've had our car broken into twice as part of a string of car thefts that began on Arlington Street, and continued across the Richmond Street bridge (about 12 cars were broken into on one night alone). I do not walk in the alleyway behind my house unless I must, and even then I bring my dog with me.

I would like to see the bridges turned into walkable/bikeable areas only, and all access to cars restricted. Ideally something would be done about the areas surrounding the bridges as well. If San Jose Avenue were a calmer, pedestrian and bike friendly street, maybe the hills could be

landscaped and/or terraced and made accessible to the general public, instead of being a hideout for illegal activity and a scary place to walk at night

We've very excited about the majority of the Plan as it has been presented and I look forward to receiving updates as the plans progress.

Thanks,

[redacted]

[redacted]

09/18/2010 11:23 AM

To Jon.Swae@sfgov.org
cc
bcc
Subject Re: Glen Park Community Plan Update!

History: This message has been replied to

Hi Jon,

I enjoyed your presentation last week. I am curious about your design process and have a few questions:

1. Does the planning department come up with the designs, or do you hire a design firm?
2. How is the public involved in the design process?
3. Who pays for the construction? Is this a city project or do you need to team up with a developer?

My intent is to get a better idea of where you guys are coming from for a better understanding of the forces that shape our community.

Regards,

[redacted]

--- On Thu, 9/16/10, Jon.Swae@sfgov.org <Jon.Swae@sfgov.org> wrote:

> From: Jon.Swae@sfgov.org <Jon.Swae@sfgov.org>
> Subject: Glen Park Community Plan Update!
> To:
> Date: Thursday, September 16, 2010, 12:37 PM
>
> Hello!
>
> Thank you to all who attended the Glen Park Community Plan
> meeting Tuesday
> night at St. John's Elementary School. We found the event
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> Community Plan and the
> presentation. They can be found on-line at:
> http://glenpark.sfplanning.org
>

[redacted]

09/18/2010 12:22 PM

To jon.swae@sfgov.org

cc

bcc

Subject glen park community plan

History: This message has been replied to.

I just read through the plan again. I walk to public transit and to shop. however i also drive to some destinations. When going west on diamond across bothworths, part of the congestion is due to left hand turners not signaling. Since adding left turn signals will take quite a while, why not paint a turn signal in the left lane.

I like the idea of 4 way red light for pedestrian crossing.

Although I do not park in downtown glen park, I am concerned about taking away parking spots on diamond since it may result in more shoppers parking in residential areas. The only seating I would suggest is one for the north east corner of diamond and chenery at the bus stop where a bench was removed some years ago.

[redacted]

09/18/2010 02:57 PM

To jon.swae@sfgov.org
cc Bevan Dufty <bevan.dufty@sfgov.org>
bcc
Subject New Working Draft of Glen Park Plan

History: This message has been replied to.

Dear Mr. Swae -

I last wrote to you about the proposed Glen Park Plan in April of 2009. We later meet at a neighborhood meeting in early 2010. In my email and in our meeting, I expressed very serious concerns about the proposal to "daylight a portion of Islais Creek." At the meeting in 2010, several of my neighbors also expressed concerns about this proposal. Accordingly, I was extremely disappointed to learn that the Department of Planning had developed a pamphlet (distributed online, at the Glen Park Festival and via other venues) which listed all of the benefits of "daylighting" Islais Creek but failed to acknowledge any of the concerns raised by myself and my neighbors . Now your office has developed a working draft of the Glen Park Plan which again ignores these concerns .

As you can see from my address below, I live in one of the houses that would abut the proposed "greenbelt ." We have lived in this property for over almost 12 years. During that time, the undeveloped city land and land owned by St. John's School that surrounds our house has been very poorly maintained . It is often used as a dumping ground for trash. Despite many repeated requests neither the City nor St. John's School ever comes to clean it . (Instead, the neighbors have had to organize neighborhood cleanups .) Homeless live out in the high bushes during most of the year. The 8 to 10 foot high weeds that grow annually create an enormous fire hazard and have only twice (in 12 years!!!) been cut by the City. Most important, this land **FLOODS** every time it rains. The school does not have any drainage for its school yard so all of the water runs off the tarmac and down to the natural stream bed below . After years of having half a foot to a foot of water sitting next to our foundation , we finally leased the land north of our house from the PUC with our neighbors. We then landscaped , graded and added drainage to the land all at our own (and not insignificant cost) – merely to protect our foundations . The land behind and to the west of our house still floods and remains flooded for several months each year – even after years of drought . This leads to horrible mosquito problems in the summer .

Given this track record, I have very little faith that the city can maintain Islais Creek if it ever brings its water above ground . I am concerned that the flooding will get worse and that the trash , weeds and homeless will only increase. On top of all of that, the trash and weeds would then exist in a wet marshy area - making an even larger mess and attracting even more mosquitoes.

Please tell me when and how these concerns will be addressed in this process . To date they seem to largely have been ignored.

Thank you,

[redacted]

[redacted]

[redacted]

09/18/2010 04:41 PM

To <jon.swae@sfgov.org>, [redacted]

cc

bcc

Subject New working draft of glen park plan

History: This message has been replied to.

Jon,

I have just seen the new working draft of the glen park plan. As you know, I live on Chilton [redacted] house that abuts the proposed "green belt." As you also know, I and my neighbors have [redacted] very strong objections to the plan's proposed use of this green belt. Just about every neighbor on this block has provided written objections to Bill Wycko, the environmental review officer. In addition, on April 12, 2010 the residents of Chilton Avenue met with you in my home to express our opposition to these plans.

After reading the new working draft I am surprised to see that none of our objections seem to have made any impression. The residents of Chilton Avenue are the ones who would be most impacted by this plan, and the fact that we are all universally and vociferously opposed does not seem to weigh on the matter. As you know, the neighbors have retained legal counsel to ensure our interests are protected.

I will restate my numerous concerns as I wrote them in my letter to Bill Wycko on July 19, 2009 and as expressed to you in our meeting on April 12, 2010. These concerns apply in a multitude of potential scenarios for the use of the "greenbelt."

First of all, the land that is the proposed site of daylighting has a long history of flooding. There is no drainage on the parking lot of St. Johns School that abuts this land and the amount of water that drains through there is tremendous. This was a prime motivating factor for me to lease (from the PUC) the land that sits between 56 Chilton and 88 Chilton. Now that the lot between the two houses is landscaped, contoured for runoff, fully planted and professionally maintained (at my expense) there is no flooding problem between the two houses. The area behind the lot continues to flood but the risk of damage to the foundations of 56 Chilton and 88 Chilton has been reduced. Raising the creek and increasing the amount of water running through the greenbelt and between our houses would clearly restore this problem on a whole new and larger level.

Second, the amount of garbage that circulates down from Bosworth and from St. Johns School is significant. The area is in a valley and collects vast amounts of litter from the traffic on Bosworth and from St. Johns School. The neighbors regularly go back there and fill up half a dozen garbage backs collecting litter. Any body of running water back there will collect all that garbage. In addition to being an eyesore and a health hazard, the garbage could clog any drains or water runways that are part of the daylighting. This raises further concerns regarding flooding.

Third, the City has never consistently maintained the easement running between Chilton and Paradise. The drains are clogged, the land is filled with garbage most times of the year and the fennel grows eight feet tall. Why should we expect maintenance to be any better if the creek is daylighted or if the land is used for a "green belt"? In fact, with the additional risk of flooding and the additional infrastructure and the additional traffic, the need for maintenance will go up significantly as will the risks and liabilities associated with improper and insufficient maintenance.

Fourth, I am concerned about the amount of bugs that would now find a fertile breeding ground.

Fifth, I am concerned about other pests such as pigeons and rats that would be attracted to an open and available water supply.

Sixth, I am concerned about the cleanliness of the water and the risk of contamination. One of the neighbors learned through a school project that the creek water is in fact contaminated with harmful chemicals. This presents a clear public health hazard.

Seventh, I am concerned about the odor created by a creek next to my house.

Eighth, I am concerned about the potential for vandalism.

I will also send a copy of this email to Garrett Dowd, director of Real Estate Services for the PUC. He is responsible for this lot and oversees its use. I communicate regularly with him regarding the Glen Park Plan.

[redacted]

[redacted]

09/22/2010 08:34 AM

To Jon.Swae@sfgov.org
cc
bcc
Subject Re: Glen Park Community Plan Update!

History: This message has been replied to.

Hi Jon, I want to thank you for your presentation last Tuesday. I'd like to start by saying that I do like most of the planned improvements and I am excited to see how they will further invigorate a neighborhood that I believe is on the rise. However, I do have serious concerns over the proposed rezoning of many of the existing properties to "NCT". This zoning appears to remove many of the restrictions that prevent high density building to occur in San Francisco. One thing that stands out to me as a unique characteristic of Glen Park is that, while being located in the center of a city, it retains a small-town low density feel. Residents even go so far as to refer to it as "The Village" which speaks to the quality of life and aesthetic that they have worked to achieve. In fact, when my wife and I looked for properties, this was one of the primary motivating factors in our desire to purchase in Glen Park and after attending many of these community meetings, I'm inclined to believe that our sentiment is shared by many of our fellow community members. Changing the zoning in the downtown corridor will encourage the type of large scale high density construction that is the antithesis of what it means to live in Glen Park and with two potentially large projects already being considered in the downtown corridor, I believe that rezoning existing properties will set a precedent that will be impossible to defend against. In the end, everything that made Glen Park such a unique and vibrant area will be compromised and we will be left with a neighborhood that is densely packed, overcrowded, unsustainable and undesirable.

[redacted]

On Sep 16, 2010, at 12:32 PM, Jon.Swae@sfgov.org wrote:

> Hello!
>
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> http://glenpark.sfplanning.org

[redacted]

09/29/2010 12:21 PM

To "Jon.Swae@sfgov.org" <Jon.Swae@sfgov.org>

cc

bcc

Subject RE: Working draft Glen Park Community Plan

History: This message has been replied to.

Hi Jon,

One comment on the 9,000 riders at the Glen Park BART station cited a couple of times in the Plan: As is typical but confusing in transit terminology, a rider presumed to make a round trip, so the number of transit trips that begin or end at Glen Park is twice that or 18,000 per day. On page 11 of the Plan, it says "Approximately 9,000 transit riders get on or off Muni, BART or shuttle buses in downtown Glen Park each weekday." In that context, it might help to add that this amounts to 18,000 transit trips that begin or end in the vicinity of the Glen Park BART station.

[redacted]

-----Original Message-----
From: Jon.Swae@sfgov.org [mailto:Jon.Swae@sfgov.org]
Sent: Wednesday, September 15, 2010 3:25 PM
[redacted]
Subject: Working draft Glen Park Community Plan

Glen Park Community Plan 091310.pdf

Hello,

The new working draft of the Glen Park Community Plan is now available. It is attached here and also available on our website with the presentation given at the community meeting last night. We will be working further to revise the Plan based on comments and future community discussions.

http://glenpark.sfplanning.org

If you have any comments, please submit them to me by Oct. 15th.

Thanks,
Jon

[redacted]

09/29/2010 05:12 PM

To jon.swae@sfgov.org
cc
bcc
Subject Glen Park Community Plan: Comments & Feedback

History: This message has been replied to.

Jon. I recently attended the Glen Park Community Plan a few weeks back and would
like to thank you for reaching out to the community with your ideas. I would like to note the following items with respect to the plan that I think are critical:

1. The volume and speed of vehicular traffic on San Jose Ave needs to be addressed. Cars frequently zoom through the Glen Park portion of this road well
over 60 mph. Relatively inexpensive short term fixes such as reduced speed levels, better signage, dedicated turning lanes etc. should be implemented. (San
Jose Ave itself is also a horribly neglected street.) More can be done to encourage walking, bicycles etc along SJ Ave to increase livability for all of Glen Park.

2. The impact of the mega buses (Google, Genetech, Apple etc.) that roam through
the neigborhood each weekday should be considered as part of the scope for the plan. They directly contribute to the morning backup on Bosworth to Portola Ave
in one direction and Joost Ave in the other, while they idle for 5-10 mins picking up passengers at Glen Park BART station.

3. Pedestratian calming initiatives are definitely a move in the right direction. The Bosworth & Lyell and the Bosworth & Arlington intersections are very pedestrain unfriendly and make crossing during peak hour traffic a real safety issue.

Above all, the biggest problem facing Glen Park which is not mentioned in the plan, but definitely should be, is the general disrepair of the area that is specifically included in the plan. Quite simply it is one of the most poorly maintained neigborhoods in the city. For instance, Bosworth St from Glen Canyon
to Rousseau St has potholes everywhere. The San Jose overpass does not have adequate lighting and is extremely unsafe at night. The green areas identified in the plan are in a state of neglect. I know the plan is not designed specifically to address these issues but my broader point is that that it should
be. How can we as Glen Park residents get more focus and attention from the city
on the day to day maintenance which is critical in ensuring a higher quality of
living for the people who live here?

Sincerely,

[redacted]

[redacted]

09/30/2010 02:14 PM

To Jon.Swae@sfgov.org
cc
bcc
Subject Re: Glen Park Community Plan Update!

History: This message has been replied to and forwarded.

Jon,

I'm a home owner in Glen Park (17 Surrey St.) Looking at the proposed zoning map, I feel that there's a miss opportunity to enlarge and encourage more commercial development so that Glen Park can truly become a Transit Village that has a critical mass of retail.

1. There was one lot along Diamond that was rezoned to accomodate an existing business. How about all the existing business that are along Chenery between Castro and Natick? And why does the plan does not include the lots that are north of Chenery along the same stretch. There is a very important neighborhood business there... It would be nice to see all these business be legitimized and for potential neighboring lots to have some retail in the future.

2. The middle of the block at Diamond facing the Bart Station is a very conspicuous row of very wide garage doors. It would be nice if those lots were zoned to encourage retail as well, so that in the future when Bart develops its parking lot and puts retail on the ground floor there will be 2 continuous street walls of retail facing Bart.

Enough about retail, I really appreciate that we would try to promote the pedestrian experience in the neighborhood. However challenging it's very important to improve the crossing at Diamond and Bosworth. As it is now, it's very much a divider between Glen Park and the Bart Station.

Thanks,

[redacted]

On Thu, Sep 16, 2010 at 12:31 PM, <Jon.Swae@sfgov.org> wrote:

> Hello!
>
> Thank you to all who attended the Glen Park Community Plan meeting Tuesday night at St. John's Elementary School. We found the event very productive and are happy to begin the conversation with you all on what the Final Plan will look like. This was the first discussion and definitely NOT the last. We expect our next meeting to take place at the beginning of November. Look for an announcement in mid/late October.
>
> I wanted to inform you of the following updates:

[redacted]

10/01/2010 05:06 PM

To Jon Swae/CTYPLN/SFGOV@SFGOV

cc [redacted]

bcc

Subject Glen Park: Feedback on Draft Glen Park Plan

Hi Jon,

Below are RPD comments on the Glen Park Community Plan Draft:

Within the Open Space Section 03:

- In the introduction, it states that Islais Creek enters "a storm drain beneath the neighborhood." The implication is that the creek is daylit until it leaves Glen Canyon Park. The creek is actually curveted while still in a portion of Glen Canyon Park. Please clarify this point in the document.

- Policy 11.4 recommends that the SFPUC and the Planning Department look into daylighting a portion of Islais Creek in "Glen Park." The Recreation and Park Department would like it to be clear that this Policy refers to the neighborhood and not to Glen Canyon Park, the Recreation & Park Department property. Glen Canyon Park (the park property) is not in the plan area of your project plan. In 2004 a master planning process began for Glen Canyon Park. During this process the daylighting of more of Islais Creek was discussed, but it would likely result in impacts to the existing recreational uses, such as softball and soccer, so it needs to be handled and discussed with great sensitivity. If this recommendation is focused on those areas outside the park (and inside the plan area), we have no objection. Please clarify.

Thank you very much for your time and allowing us to provide feedback on this important document.

Sincerely,

[redacted]

==========

[redacted]

[redacted]

10/02/2010 12:55 PM

To jon.swae@sfgov.org

cc

bcc

Subject Glen Park Development Plan

I am a heavy user of the Glen Park area to which I must drive because Muni service is inadequate from my neighborhood. I oppose elimination of the BART parking lot and other parking in the Glen Park area to make way for development. If these plans come to pass, Glen Park merchants will suffer because outsiders like me will have too much difficulty finding parking in the area, and the neighborhood as a whole will consequently decline. It is about time the Planning Department realized that in the absence of reliable, comprehensive Muni service, which will no doubt continue to be the case due to inadequate funding for the foreseeable future, cars are necessary to SF residents and new development must take that into account if it is to be of service to City residents, and not merely to a pie-in-the-sky idea of transit hubs without cars.

[redacted]

[redacted]

10/04/2010 10:16 AM

To <Jon.Swae@sfgov.org>

cc [redacted]

bcc

Subject Glen Park Community Development Plan

I am President of the Miraloma Park Assn. I am opposed to the elimination of more parking in the Glen Park neighborhood. Many people in our community drive to Glen Park because of lack of reliable transpiration and or a physical problem. The meeting prior to the last had a number of people from Glen Park comment about their lack of ability to walk a few blocks to get down to Glen Park due to various physical problems. The car gives these people the ability to retain their independence and remain in their own home. Many people with physical problems are able to get in their car and drive to the store, pick up groceries etc but would not be able to walk to the bus and carry packages home. Public transportation is not feasible for this type of person and also difficult for families with children. Not everyone has a bus in front of their door. It seems that your plan does not take all people into consideration-but only the able bodied folks.

[redacted]

350 O'Shaughnessy Boulevard • San Francisco, California 94127
Telephone: (415) 281-0892

Miraloma Park Improvement Club

October 5, 2010

Jon Swae
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

RE: The Glen Park Community Plan/Development of the Glen Park BART Parking Lot

Dear Mr. Swae:

Miraloma Park is located on the slopes of Mt. Davidson adjacent to Glen Park. The Miraloma Park Improvement Club (MPIC) is a neighborhood association with a constituency of about 2200 homes within Miraloma Park..

Many Miraloma Park residents use the resources in Glen Park, including shops, restaurants, ATMs, and of course the BART stop and parking lot. Because Miraloma Park is a very hilly neighborhood and therefore difficult for walking, and because Muni service to Miraloma Park is fairly infrequent, the majority of residents drive to Glen Park when visiting that community.

The MPIC Board of Directors has carefully reviewed the elements of the Glen Park Community Plan, and we have the following critical concerns:

- We oppose any measures that will reduce parking spaces, or the over-regulation of existing or additional on-street parking.
- We opposed the prohibition on new curb cuts on selected streets, as this will prohibit building new garage spaces.
- While we recognize that the BART parking lot in Glen Park is not specifically covered by the Glen Park Community Plan, we want to state that we strongly oppose any plan that would facilitate the development of that parking lot, including the rezoning of the parcel to NCT.

We have taken these positions to ensure that Miraloma Park residents who need to drive to Glen Park for reasons cited above will continue to be able to do so with a reasonable expectation of finding parking. Thank you for the opportunity to provide our feedback..

Sincerely,

[redacted]
[redacted]MPIC Corresponding Secretary
cc: Bevan Dufty, Sean Elsbernd, BART Board of Directors (**forward to each Director please**)

[redacted]
10/07/2010 05:29 PM

To Jon.Swae@sfgov.org
cc
bcc
Subject Re: Glen Park "Office Hours" Next week 10/5

Hi John,

sorry i missed the open house due to schedule conflict but i wanted to tell you that i really like the idea of keeping the "feel" of the village and maintaining store fronts and making sidewalks and crosswalk more pedestrian friendly. any chance of limiting size of buses through the neighborhood? more trees, less cars. hope to see you at the next one. [redacted]

---Original Message---
From: Jon.Swae@sfgov.org
Sent: Fri, Oct 1, 2010 4:10 pm
Subject: Glen Park "Office Hours" Next week 10/5

Hello Fans of Glen Park,

This is just a quick reminder that John Billovits and I (Planning Department staff) will be at the Glen Park Recreation Center this coming Tuesday, October 5th from 5:30-7:30pm. This is NOT a public meeting. Rather, it's an opportunity for us to have an informal dialogue with you regarding the Community Plan. We'll be on hand to answer questions, discuss ideas and listen to concerns related to the Plan and the neighborhood. Please stop by (even for a few minutes) for some tea and good conversation.
"Office Hours"
Glen Park Recreation Center
Tues, Oct. 5th, 5:30-7:30pm

Also, we're still collecting your comments on the working draft of the Glen Park Community Plan. Thanks to those who have already submitted some. These comments will help us develop a better Plan. We'll be addressing the comments received at a future meeting. Comments are due Friday, October 15th. To view a copy of the working draft please visit:
http://www.sf-planning.org/ftp/files/Citywide/Glen_Park/Glen_Park_Community_Plan_091310.pdf

Have a great weekend!
Jon

Jon Swae
Glen Park Community Plan Manager
San Francisco Planning Department
http://glenpark.sfplanning.org
p: 415.575.9069 | f: 415.558.6409

[redacted]

10/07/2010 05:39 PM

To jon.swae@sfgov.org

cc

bcc

Subject GP community plan comments

Hello Jon,

I was at the last meeting at St. John's and have read over the general plan. As

a general outline, I am very supportive of the document and think it paints a lovely vision for what Glen Park can become. I especially support the creek daylighting, the increasing of open space, and the reclaiming of street space for commercial space. Unlike most residents, I have no support for parking requirements and fully support the lessening of parking requirements. I also support high density development and low - moderate income housing.

Of course, the devil is in the details and my comments might be too specific at
this stage but I still feel they are relevant to the general plan and can provide you with some ideas and feedback.

Reduce car traffic /Car Sharing:
Although traffic calming, transit access and the possibility of a redesigned J church stop all might offer some fringe improvements to the traffic congestion that all Glen Park residents seem to detest, a serious solution must reduce overall traffic. This can be accomplished with increased bus service, car sharing, shuttle service and bike sharing.

- A Glen Park Bart Shuttle system that reaches the hills of Miraloma and Diamond Heights to shuttle people to BART that live beyond walking distance. This

shuttle could run simply at peak commute hours 7am - 10 am and 430 - 730 pm
- A redesign of the BART station that allows for shuttle buses to pull in and pick up passengers
- A serious study of driving patterns that indicate the origins and destination
of drivers to determine overlaps. This could provide data for a visionary car sharing or car pooling system which would reduce the number of cars. I estimate

that at least 95% of the vehicles are single drivers, and that significant overlap must occur.

With the recent law that allows private vehicle owners to use their vehicles for
carsharing and the

probability of increased gas prices, car sharing will become a much more viable

option in the near future. Glen Park would be a perfect place for a car sharing

system - especially for those going to the south bay or downtown. Using technology and cell phones, an innovative system can easily be created. But data and preliminary studies are vital, and the initial preparations for such a
system should be made now.

Daylighting the Creek / Pedestrian Greenways
I am a huge fan of daylighting the creek, but I would favor that it include or be part of a larger

pedestrian greenway, which would be closed to cars and open to bicycles & pedestrians. Pathways

such as these are essential as they make walking and biking much more enjoyable,especially if it were alongside a natural creek.

I also favor the creation of more open spaces and think that the BART parking lot could be easily converted into a plaza/green space by building a plaza/part
on top of the parking area. This level could then connect to the BART station via a walking bridge.

The current corner of DIamond and Bosworth is way too congested and there needs
to be another way to access the station. Waiting space at the westbound 54/44 bus stop is inadequate. Access to the BART parking lot via the driveway next to
the library would allow those walking towards Lyell and Alemany a quicker path,
and decrease the traffic at Bosworth and Diamond. There should also be access through the BART parking lot to Wilder street. Overall, the BART parking should
be redesigned to become more accessible and connect to the various green areas of glen park, which should include the little dog park on Arlington, the unused
corner lot on Lyell and Bosworth, and the small park of of Cayuga. I

favor turning Cayuga into a green path for bikes and walkers, as it is much more
protected and suitable than Alemany for bicycles. It could connect to Balboa Park and Cayuga Playground.

If redevelopment occurs on a larger scale, I would favor the redesign of the various pedestrian bridges that cross the freeways. They are hardly ever used because they are so disconnected and high up. But if they were part of a pedestrian greenway, they would be utilized much more.

Commercial Uses
I strongly support the closing of the section of Diamond street between Diamond
and Chenery to car traffic. This could be done at certain times (between 10 am
and 4pm) or just on weekends or even at nights. It is the center of the neighborhood and a natural market space that could be used by vendors to set

up
stalls, for farmer markets, entertainment, or just for residents to take back the street and enjoy their coffee and papers. If this space were consistently closed to traffic, it would set a trend for the entire city. Models for such transformation exist in Thailand. Their night markets are a huge success.

That is all the comments I have for now. I am very excited about this process and hope to contribute my support and feedback.

Thankyou

[redacted]

10/08/2010 11:19 AM

To Jon.Swae@sfgov.org, john.billovits@sfgov.org

cc [redacted]

bcc

Subject Re: Glen Park Community Plan Update! -- potential follow up on conversation at open house ??

Hi Jon and John:

[redacted]

I got a 'bounce back' message from Jon Swae's email saying he was out of the office today, and I realized it is the Friday of a long weekend.

So I thought I would just add another set of thoughts to this email chain. During my recent 'walks' of the retail streets in the downtown glen park, I noted the following:

(a) retail uses between the grocery store on the corner of diamond and bosworth and the newish thai restaurant appear to be 'grandfathered' uses that are not currently zoned as retail. Can you please confirm this?

(b) The sidewalk space on Diamond in front of these retail establishments appears to be 'narrow'. I realize that the bus stop on Diamond may be moved, but if the bus stop is not moved, it appears to me that the sidewalk space is already pretty congested at certain types of the day.

(c) Depending upon the uses of these parcels, there does appear to be some potential for persons trying to park or 'pickup' from restaurants to further increase congestion on Diamond Street, which is the only street between the freeway offramp/onramp and the rest of downtown glen park.

(d) so as a result, I would suggest that there are some reasons to be cautious about changing zoning that could further increase congestion on the sidewalk , and on this particular segment of diamond street.

(e) in contrast, I actually think there may be some opportunities to [redacted] expand the glen park village retail district along other streets, where the 'traffic' -- both foot and auto -- would not 'conflict' so much with the commuter traffic.

(f) in particular, I hope you will consider the possibility of extending the retail zoning further up Chenery Street in the direction of Noe Valley (not in the direction of the Glen Park Canyon).

(g) it seems to me there grade of the hills along Chenery is not too steep, and so it could accommodate some more 'foot traffic' further up Chenery. There are also two one-way streets that connect to Arlington that might allow the auto traffic to dissipate without adding to the traffic too much along Diamond Street.

I think these are the general ideas that occurred to me as I 'walked' the neighborhood following our conversation about retail zoning at the open house.

I hope these thoughts are helpful in some way. I realize that you

have your work cut out for you in 'balancing' different points of view, and so I hope you will take my thoughts within the context of all the other things you are hearing from other people.

Thanks much again for spending time in our Glen Park neighborhood. You are welcome anytime -- I would like to invite you both for a cup of coffee at one of our local establishments anytime.

Cheers,

[redacted]

On Thu, Oct 7, 2010 at 8:54 PM, Lewison Lem <lem.jfa@gmail.com> wrote:
> hi jon;
>
> thanks to you and john for the open house at the gp rec center.
>
> i was hoping to follow up on the conversation i had about zoning for
> retail in the downtown area.
>
> this is not really my area of expertise, and i don't think the GPA is
> taking an official position on this, but I have some personal and
> perhaps professional observations, after walking the retail area
> several times at different times in the day during the past week.
>
> tonight, for example, i noticed for the first time that we actually
> have two yoga/pilates places up chenery that have classes at night on
> weekdays.
>
> so i was wondering if i could have a brief telephone call with the two
> of you to discuss the potential opportunities for expanding retail
> zoning in the downtown area.
>
> please let me know if this would be of interest and if it would be
> helpful for your efforts.
>
> best regards,
>
> [redacted]
>
> On Thu, Sep 16, 2010 at 12:32 PM, <Jon.Swae@sfgov.org> wrote:
>>
>> Hello!
>>
>> Thank you to all who attended the Glen Park Community Plan meeting Tuesday
>> night at St. John's Elementary School. We found the event very productive
>> and are happy to begin the conversation with you all on what the Final Plan
>> will look like. This was the first discussion and definitely NOT the last.
>> We expect our next meeting to take place at the beginning of November. Look
>> for an announcement in mid/late October.
>>
>> I wanted to inform you of the following updates:
>>
>> Working Draft Plan
>> The materials distributed at the meeting are now up on our website. These
>> include the current working draft of the Glen Park Community Plan and the
>> presentation. They can be found on-line at:
>> http://glenpark.sfplanning.org

Comments regarding the Proposed Draft Policy for Glen Park "

I do not believe your policies for Objective 1, Protect and Strengthen the Qualities that make downtown Glen Park Special" are in accord with Objective 2, "Ensure the Compatibility of New Development with the Form and Character of Glen Park".

Policy 1.2
The "village" is small and is synonymous with quaint. The increase in size and height of storefronts will not make the businesses more inviting but will result in an overbearing, dense and congested atmosphere that will disrupt the flavor of the "village". I do not agree that 5 feet in height is a SLIGHT increase. What exactly is 5 feet, percentage wise, as an increase? I also do not believe that it will stop at 5 feet, as experience has shown. The height limits in Glen Park are constantly being extended after what has been allegedly unethical practices allowing projects to exceed limits and then using those heights as the standard.

Strengthening the business should not be at the expense of the neighboring homeowners. I am completely against any forced change in zoning, and do not believe it should be a decision by the Glen Park Plan.

The change in zoning should be addressed to the property owners whose properties will be affected, not surrounding neighbors.

Prohibiting adding garages may alter the value of a property. This should not be a part of the plan.

Policy 1.3
Widening sidewalks will result in narrowing of the street and is unreasonable. The plan already describes the streets in Glen Park as narrow.

Policy 2.1
Your statement regarding increasing density and reducing parking has been vocally opposed at every meeting and discussion regarding Glen Park Improvements. Objective 2 states: Involve the community in decisions affecting Glen Park's built environment. If this is true, then you should know there is little if any desire to increase density and reduce parking.

The only people interested in increasing density and housing in the Glen Park are developers and departments whose job it is. Hundreds of residents showed up at the Board of Supervisors and Planning Commission meetings to oppose the density and decrease in parking from the Market Place Project and I believe that sentiment has only grown.

Policy 2.2

Once again there is great opposition to increased density in the area. Frequently there are empty businesses in the Glen Park Village. New development is unnecessary and increase density in housing is undesirable.

Policy 2.3
I disagree with the suggestion that the BART parking lot is not of value to the neighborhood. It provides parking for the businesses and decreases congestion on the residential streets due to decrease in public transportation users from circling the streets to trying to find parking. It is also somewhat of an open space.

Once again a group of 300 residents (who may not even be Glen Park residents any longer), developers and planning department employees whose job is "development" decided housing on the BART parking lot was desirable. The sentiment in all the meetings has been to keep the parking lot in our community. Parking is essential near public transportation to encourage use. The lot provides access to the businesses. Removal of the BART parking lot should not be promoted.

Policy 4.1
Pedestrian access will not be improved by street furniture further narrowing the sidewalks. Bulbouts may increase congestion and is counter to traffic calming.

Policy 4.2
The Glen Park Plan should not remove the ability of homeowners to add driveways to their homes. This may decrease the owner's property value and takes away their right to improve their property. The cost of residential parking stickers is constantly increasing and this will become a requirement and a burden for homeowners who are unable to improve their personal property.

Policy 5.1
The streets in Glen Park are congested enough. The removal of car lanes for the few bicyclists that utilize bike lanes is not desirable or safe. This is contrary to the goal of traffic calming. *(See final comment regarding San Francisco Transit First)

Policy 6.2
The suggestions at the meetings included providing access of buses, cars and vans to the proposed bus lane to allow dropping of BART passengers. This has not been included in your solution to congestion.

Policy 7.1
The likelihood of the necessity for an overpass should be determined before engaging in a project that is unnecessary. Since there are alternatives to the J Church, it seems the options should be reviewed more closely.

Policy 8.1
Further parking restrictions are not acceptable. This point has been made at every meeting.

The installation of a roundabout should be taken with great caution. It should be tested prior to installation, since there have been instances where roundabouts have been removed after determining they were ineffective and worsened traffic problems.

Policy 9.2
San Jose Avenue is a freeway off ramp. Changing it to a boulevard will simply create a dangerous exit and increase congestion. The J Church line is limited and redundant to the BART line in this area.

Policy 10.1
Few of the suggestions made in this section are viable. Parking Enforcement is limited at best, restriction of handicap placards is unlikely, and adjustable rate parking meters will discourage patrons of the village that you are trying to support.

Policy 11.3
Glen Park is blessed with the Glen Park Canyon where people can gather. I do not recall any recommendation to create "parklets". I believe this is a fad that has not proven successful. I do not believe any of the "parklets" except the one in the Castro will be a place for residents to gather. The weather is not conducive to this activity and I would like to know where the idea that residents will participate in this activity was determined. I have not seen any gathering of people in the "parklet" on Guerrero and find it an eyesore.

Policy 11.4
Daylighting of the Islais Creek is one of the most unnecessary and potentially unsafe suggestions.

The suggestion that limiting parking is a necessity to be in line with San Francisco's Transit First policy is not a valid reason to ignore the main issue that has been voiced in all meetings, which is lack of parking.

*San Francisco may have a Transit First Policy, but until it can provide SAFE, RELIABLE, EFFICENT, AND CLEAN transportation it is completely unreasonable. As has been discussed at meetings, San Franciscans, including Glen Park Residents, have children and elderly parents who are unable to utilize the unsafe, unreliable, inefficient and unhealthy transit options. It also discriminates against residents who have home repair needs, hobbies such as surfing and gardening, as well as bicyclists who would prefer to bicycle in a safe place that may require transporting a bicycle. Removing parking is completely unacceptable and reducing parking requirements for future projects will harm businesses in the village.

October 14, 2010

Mr. Jon Swae
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: Comments on the Draft Glen Park Community Plan (Plan)

Dear Mr. Swae:

Thank you for the opportunity to comment on the revised Glen Park Community Plan. I strongly agree with the overall theme of the plan to promote the "village" feel of Glen Park. The Plan's objectives and policies foster future development that preserves the unique character of this pocket of San Francisco. This is a well thought-out, yet flexible plan allowing for community improvements that are in sync with the community's values.

Parking
Parking is a central concern for many residents and certainly the vocal residents involved in the planning process. While parking is difficult all over the City, it is a side effect of the convenience provided by dense urban living. San Francisco is ranked the 12th largest city in the nation in terms of population, but it has the second highest density (second only to New York City). Parking woes are a way of life in San Francisco.

I think the goal should be to maintain the status quo rather than lose or gain new parking. Parking will be a consideration in every proposal or project that arises. For any parking removed for open space (Objective 11, Policy 11.3 *Consider reclaiming some street space in the commercial core for use as open space*) an effort should be made to create a parking space somewhere else. That said, parking should not be the driving (or squelching) factor for any project that arises. I support the language in the plan that promotes a walkable village core.

Pedestrians and Public Safety
Another major issue of concern in Glen Park is safety. Glen Park will always be a targeted area for crime because of its proximity to major transportation; however, policies that support the integration of features to promote public safety will make streets more walkable. Policy 4.1 *Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians* addresses safety in street design, but the discussion on page 10 only addresses safety along Bosworth under the highway overpass. A discussion of safety features for all new design plans should be discussed under the General Comments on page 10. Safety features could include

integration of non-intrusive lighting and the plan should promote creative features or new technology that enhances pedestrian safety.

Design and public safety should also be addressed for the access to the J-Church street car. Policy 7.1 addresses moving the connection to the J-Church; however, other improvements should be made in the interim to make the current location of the J-Church stop a safer and more attractive area.

Improvements to Diamond Street, directly across from the BART station and to Monterrey Blvd, directly around the corner near the highway ramps and the San Jose Avenue ramp, should be considered under Policy 4.1 in the Plan. This area should be considered for treatment with vegetation and other design features to be beautified and improved for pedestrians. Planting in the center divider along Monterey Blvd between Diamond and Joost Avenue should be considered, as well as integration of better-maintained and taller vegetation along the south side of Monterey. These improvements would provide additional vegetation screening of the highway. This area is a gateway from Sunnyside into Glen Park and policies should support the promotion of a pedestrian experience here. It is currently dirty, ugly, loud, feels unsafe, and pedestrians are very exposed to vehicles entering and exiting the freeway.

Bicycles
The San Francisco Bike Plan identifies projects in Glen Park including adding bike lanes on Monterey Boulevard and the on and off ramps of San Jose Ave. A full evaluation of the safety of such lanes should be considered. This area seems too dangerous and busy to promote bicycle usage.

Traffic Calming
Policy 9.1 *Calm Traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic* addresses some of the high speed and traffic volume issues on key streets in Glen Park. I can attest to the speed and volume of cut-through traffic as a resident of Joost Avenue. Integration of open space should be considered with traffic calming treatments. Initial designs to transform the intersection of Joost and Monterey into a 90 degree T-intersection and creation of more of a park area on the north side of Joost would meet several objectives of the plan and would create a nicer entrance into the Glen Park community along Joost, heading towards the Glen Park Elementary School. I would support this type of a design over an expanded island, which would be a less desirable place to sit or enjoy, as cars would be passing both to the left and right.

Zoning
I support the change in zoning to a neighborhood specific zoning designation for commercial space; however, some basic guidelines need to be identified in the plan. Some commercial use controls can be decided on a case-by-case basis; however, some guidelines should also be established such that variances and public reviews are not precluded by a process that gives too much discretion to the city planner.

I would also like to see some restrictions/conditions on the 5-foot maximum building height increase in the commercial core. Glen Park is a hilly neighborhood that allows for expansive views from some homes of the southern neighborhoods, the southern hills, and San Bruno Mountain. Effects to views from existing houses should be considered when considering a 5-foot increase on maximum building height for commercial buildings. I imagine that a 5-foot increase in commercial buildings would not affect most existing residences, but it could have an impact on some and should therefore be a consideration before allowing a 40-foot (or is it 45 foot?) max height. Residences on the fringe of the planning area could be negatively impacted.

Schedule
It would be nice to see a short-term implementation timeframe for the traffic calming measures. Most of the improvements are localized and have a relatively small footprint, such that a goal of implementation within 1-5 years seems feasible.

Thanks you for consideration of my comments.

Sincerely,

[redacted]

10/14/2010 05:17 PM

To <Jon.Swae@sfgov.org>

cc [redacted]

bcc

Subject Comments of Glen Park Community Plan

Hello Jon,

I've attended a number of the Glen Park Neighborhood Plan meetings and read the most recent draft document. I have a number of comments on the goals and/or possible details of the plan.

First, it is essential that any additional build-out in the downtown Glen Park area which contain housing also include off-street parking for those units. Lacking off-street parking spaces for residents will not prevent them from owning cars. This is a goal that cannot be legislated or planned out of existence by means of failing to provide parking. The result is that the on-street parking crunch will be even greater. Discouraging curb cuts for access to parking may eliminate an on-street parking spot, but enable many more off-street ones. This goal of encouraging walking/public transit is unrealistic and discriminatory. It will not work!

Using the green belt to enhance the route to Glen Canyon Park is a good idea. Day lighting Islais Creek however is a gimmick that may sound aesthetic, but is destined to become a trash clogged eye-sore. As a member of the Friends of Glen Canyon Park and an regular volunteer there, I see the way the above ground creek is mistreated - trash, dogs playing in it, disturbing the habitat. Also signage will be the target of graffiti in the same way that signage in the Canyon is regularly defaced. If it were not for the hard work of volunteers, the creek would collect trash and the signs graffiti would not be regularly removed. Use the green belt in a simpler way, adding native flowering shrubs along the pathway to create continuity, but don't add a water feature.

When San Jose Avenue leaves the cut (lower grade level) and approaches downtown Glen Park, it is already for all intents and purposes a freeway ramp. The plan's consideration of returning San Jose Avenue to a street with the possibility of housing fronting on it in that area is completely unrealistic. Glen Park already has thousands of cars snaking through its labyrinth streets from all directions to access I-280. Eliminating the San Jose feed to the freeway will only exacerbate this problem by forcing traffic to find new pathways through our residential streets. Trying to reverse the freeway gravitational pull in our community is impossible. Let's not invite more of these cars onto the streets in downtown Glen Park. This idea appears to serve the interests of a few developers at the expense of the general community. Bad idea!

The size of possible infill development projects does not seem to have been included in this draft. As I and many other Glen Park residents were very dismayed by the large scale of potential build out in the two parcels nearest BART, I'd like to know that the non-BART site's potential build-out has been significantly reduced in height and density. The character of the neighborhood as a whole and the village in particular would be greatly altered for the worst by the height and density first proposed. It is my hope that Planning has reconsidered this in light of neighborhood opposition.

Thank you for reading and considering my comments,

[redacted]

10/14/2010 06:04 PM

To "Jon.Swae@sfgov.org" <Jon.Swae@sfgov.org>
cc
bcc
Subject Glen Park Community Plan

Jon,

Thanks again for taking the time to explain the purpose and the many details of the Plan. As a resident of 53 Wilder – Glen Park Marketplace – I am concerned that the proposed change to change the zoning of the immediate Village Center to a NC-T will only serve as a slippery slope for future development which could dramatically impact the livability of the neighborhood. In particular, the nebulous nature of "Flexibility in housing density and parking limits..." (the second bullet point from the definition of an NC-T) leaves much to be interpreted with very little in the way of limitations. I also question the value of allowing a height increase of 5 feet in commercial area for storefronts when substantially all (if not all) of the parcels in the proposed area are already fully built out. Is this plan anticipating an influx of remodeling?

Thank you again for taking such an interest in our community and listening to our concerns. No reply is necessary at this time, just wanted to get my thoughts in.

Thanks,
[redacted]

[redacted]

10/14/2010 06:59 PM

To jon.swae@sfgov.org

cc

bcc

Subject Re: Reminder: Glen Park Plan comments due tomorrow

Hi Jon,

Thanks for the reminder, and thanks for everything you're doing for Glen Park and the city.

I have one comment which I've expressed to your team before, and which I'm disappointed not to see addressed in the latest draft plan: the availability of parking dedicated to car share vehicles in the neighborhood should be preserved and ideally expanded.

Our family went from two cars to one a couple years ago, and that would not be possible without services like ZipCar or City Car Share. The realities of working and raising a family in this day and age (even in a neighborhood with great transit options) means cars are often a necessity, and a few times each month I have to take a car in a different direction from my wife. Without car share services we'd have to take up another on-street parking space with a car which would often sit idle, something which would be wasteful for both us and the city.

Thanks for your consideration.

[redacted]

On Oct 14, 2010, at 12:18 PM, jon.swae@sfgov.org wrote:

> Hello,
>
> Tomorrow (10/15) is the deadline for comments on the working draft of the Glen Park Community Plan. We have received a number of insightful comments over the last few weeks. Thank you! If you have any comments on the Plan that you've been meaning to send, please get them to us. So far the comments have addressed just about every part of the Plan. They have also included some questions and requests for clarification. Our intention is to address these and the key themes at an upcoming meeting.
>
> Glen Park Community Plan Working Draft
> Comments due Friday, October 15th
>
> To view a copy of the working draft please visit the Plan website at:
> http://glenpark.sfplanning.org
>
> Best,
> Jon

[redacted]

10/14/2010 08:31 PM

To Jon.Swae@sfgov.org

cc

bcc

Subject Re: Reminder: Glen Park Plan comments due tomorrow

Jon,
The biggest concern that I have is the greenway to nowhere. The last plan that I got a glimpse of was at St. Johns and I noticed there was not a plan for Paradise St., as there was in previous editions. I see a greenway that isn't finished and dumps everyone at the base of Paradise with nowhere to go and no continuity. I think you must complete the thought process and finish the greenway or it will not accomplish the goals of the greenway and render it ineffective. If you do not complete the path to Glen Park via the greenway, I think the money for the project would be more effective if it were used to upgrade the path that is currently being used Chenery St. I do favor the greenway plan, but I do think we need a plan that will work. I would also like to see the daylighting of the creek brought back to the table.Please feel free to contact me and I want to thank all of you for your continued dedication to our neighborhood and the master plan.
Thanks,
[redacted]

On Thu, Oct 14, 2010 at 12:18 PM, <Jon.Swae@sfgov.org> wrote:
>
>
> Hello,
>
> Tomorrow (10/15) is the deadline for comments on the working draft of the
> Glen Park Community Plan. We have received a number of insightful comments
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>
> Glen Park Community Plan Working Draft
> Comments due Friday, October 15th
>
> To view a copy of the working draft please visit the Plan website at:
> http://glenpark.sfplanning.org
>
> Best,
> Jon
>
> Jon Swae
> Glen Park Community Plan Manager
> San Francisco Planning Department
> 1650 Mission Street, Suite 400
> San Francisco, CA 94103
> p: 415.575.9069 | f: 415.558.6409
>
> http://glenpark.sfplanning.org
>

[redacted]

10/14/2010 09:22 PM

To Jon.Swae@sfgov.org

cc

bcc

Subject Re: Reminder: Glen Park Plan comments due tomorrow

History: This message has been replied to.

Jon,

Thank you.

We support the plan and would like to see more of a focus on San Jose Avenue as it relates to joining Glen Park and South Bernal back into joining neighborhoods. We would like a safer and cleaner neighborhood. We support adding a wide bike lane and more trees along San Jose Ave. so it does not look so "freeway" like. Speeding cars on San Jose Ave coming off of I-280 and trash and furniture dumping continues to be a problem for us.

We like the plan as it relates to BART and connecting BART to muni. Making Bosworth a more pedestrian friendly street for use of both BART and muni.

We like the plan to connect G-park village with Glen Canyon so that we can all enjoy the open space in a very compact city.

Sincerely,

[redacted]

On Oct 14, 2010, at 12:18 PM, Jon.Swae@sfgov.org wrote:

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[redacted]
10/14/2010 10:46 PM

To <Jon.Swae@sfgov.org>
cc
bcc
Subject Re: Reminder: Glen Park Plan comments due tomorrow

Greetings.

My comment : parking is indeed getting worse in Glen Park. How does this square with building 75+ more housing units on what is currently available parking area? One parking lot has already been lost when the new store and library were built. Currently, I walk about 5 blocks to get to the village, down a significant hill. I am 70 years old. Some day, I may have trouble doing that. If I then had to drive, I would be forced to consider West Portal instead. and BART will be out of the question. Don't forget, old folks need consideration, too.

A second comment: this is a paraphrasing of a question/comment voiced by a Rec& Park employee. "If the daylighting of Islas Creek happens, we will loose a ball park that is used by groups from all over the City. This will be a serious problem for several recreation programs. Has anyone considered this issue?"

[redacted]

----- Original Message -----
From: <Jon.Swae@sfgov.org>
Sent: Thursday, October 14, 2010 12:15 PM
Subject: Reminder: Glen Park Plan comments due tomorrow

>
> Hello,
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> Best,
> Jon
>

[redacted]

San Francisco Planning Department
Attn: Jon Swae
1650 Mission Street, Suite 400
San Francisco, CA 94103

By Electronic Mail

RE: Comments on September 2010 DRAFT Glen Park Community Plan

Dear City Planners:

Thank you for the opportunity to comment on the September 2010 Draft Glen Park Community Plan("Plan"). We live on Wilder Street directly across from the BART parking lot. As you might imagine, the issues presented in the Plan are of the utmost importance to us, our family, and neighbors, as they will affect us in a very real way and on a daily basis.

We appreciate the effort that has gone into drafting of the Plan and support many of the Plan's objectives in principle. However, certain aspects of the Plan are cause for great concern as discussed below.

One of largest components of the Plan – BART's station redesign and development of the parking lot across from the station – is also a huge question mark. BART's ultimate development plans are unknown. More importantly, BART's exemption from compliance with local planning and zoning codes adds a further layer of uncertainty to its development plans in Glen Park. Both these facts appear to render it impossible for the City to ensure that the Plan and projects implemented under it actually achieve the Plan's goals, including reducing traffic congestion in the neighborhood and preserving Glen Park's unique character. In other words, we are being asked now to comment on an overall Plan without vital information on the BART project, which has enormous potential to disrupt our neighborhood and render many of the Plan's laudable objectives implausible if not impossible.

A. Because BART's development plans for Glen Park are unknown, the Plan does not and cannot properly address measures to improve traffic circulation and/or reduce traffic congestion.

The Plan seeks to calm traffic and reduce vehicle congestion in Glen Park. But it is impossible for the City to analyze and address traffic concerns when major components of the Plan are

[redacted], namely, BART's plans for redesign of the station and development of the BART parking lot.

BART is exempt from compliance with local planning and zoning codes. As stated in BART's RFQ for a Glen Park development, BART wishes to build housing and commercial uses on the parking lot. However the numbers and density of proposed housing units and commercial uses are unknown, and given BART's exemption from local codes, there is no guarantee that BART will respect the City's policies, codes, the community's character, or its wishes.

A review of BART's RFQ leaves no doubt that BART is driven by profitability and not community priorities. Indeed, even the far more modest development at Canyon Market, with its limited commercial space and far fewer housing units, has had a very negative impact on traffic on Diamond, Chenery, Bosworth and Wilder Streets. Cars are backed up, not only during morning and evening rush hours, but at all times of the day, as drivers attempt to gain access to the freeways, Monterey Avenue, and other surrounding streets in and out of Glen Park. Crime has increased appreciably, and the community including its member on the Board of Supervisors, has sought additional police assistance at a number of community meetings over the past several years.

Because there is already so much traffic and congestion, it seems to put the cart before the horse to add further sources of problems before rectifying those that already exist.

B. The Plan will increase traffic congestion in Glen Park's already busy downtown.

1. *Any increase in housing density in Glen Park's already crowded core is bound to result in further traffic congestion in and surrounding the village.*

Downtown Glen Park is already busy and vibrant. Again, the addition of the more modest development at Canyon Market with its adjacent condominium development have resulted in a livelier streetscape, less parking in the area, and increased traffic congestion. On weekday mornings from approximately 7:00 to 9:30 a.m., and afternoons from 3 p.m. to at least 7 p.m., it takes approximately 15 minutes to drive through and out of the downtown area. It is somewhat better at other times, but still congested.

- The BART development will increase housing density in Glen Park.
- The proposed re-zoning of the village to a Neighborhood Commercial Transit (NCT) District will increase housing density and reduce parking (Policy 1.2), which in turn will increase traffic congestion.

- The re-design of San Jose Avenue contemplates development of additional housing near that roadway (Policy 9.2).

2. *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, addition of stop signs and traffic lights on that roadway, and creation of new intersections to connect neighborhoods on the Mission side of San José Avenue with Glen Park. Such measures would increase traffic congestion in the area. Vehicles entering and exiting Highway 280 will move far more slowly on the redesigned stretch of San José than they do now. Creation of new intersections across San José will invite a new influx of traffic into Glen Park. There is simply no way that all of these new inputs of traffic and activity can mean anything other than increased congestion. It is pretty much gridlock now. This is a zero sum game. There are no other ways out of the neighborhood; thus, adding more housing, traffic, and congestion mean nothing other than worse gridlock.

C. Several of the Plan's key elements would destroy rather than preserve neighborhood character.

Glen Park's character is truly unique. It is currently a cozy neighborhood with a downtown village that is at once lively, pedestrian-friendly and intimate. With its strong sense of community and neighborliness, Glen Park feels far more akin to a small town than to a large city. Like us, many local residents were drawn to and have remained in the neighborhood because of these qualities.

Though the Plan states that it seeks to protect the existing neighborhood character, the following aspects of the Plan would destroy that character by increasing housing density, increasing traffic, increasing noise and pollution, reducing parking, and creating greater access to Glen Park:

- *Re-zoning downtown Glen Park to an NCT District will allow increased housing density and reduced parking in the heart of the village.*

- *Re-design of the BART station and development of the BART parking lot.*
BART's exemption from local planning and zoning codes make it impossible for the City to ensure that BART development will respect neighborhood character, including density, size and scale issues.

- *Redesign of San Jose Avenue will destroy neighborhood character* by increasing vehicular and pedestrian access to Glen Park, increasing traffic congestion, reducing parking and possibly increasing housing.

- *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.

D. The Plan will reduce street parking in an area already saddled by parking shortages.

- The BART development will result in a loss of 53 parking spaces on BART's parking lot. That coupled with the addition of housing units and commercial uses on the lot will result in a net loss of street parking in the neighborhood. It is uncertain how much on-site parking if any BART intends to include in its proposed development.

- Re-zoning downtown Glen Park to an NCT District will result in higher housing density and less street parking in the most congested part of the neighborhood.

- The proposed redesign of San Jose Avenue will result in a regular influx of vehicles to Glen Park. Where will all the new visitors park?

- Glen Park already lost a significant amount of parking when the Canyon Market and adjacent condominium complex were added to the neighborhood. Parking was lost and the need for parking increased as Canyon Market draws not only residents who can walk to that market, but also those who drive, park or double park. Diamond Street between Bosworth and Chenery is very dangerous now; it is very difficult to cross Wilder Street at Diamond without taking one's life in one's hands.

- The Plan will result in the loss of parking spaces to create "mini-parks" in downtown Glen Park. While the idea of creating mini-parks as public gathering spaces is attractive in theory, addition of mini-parks in this neighborhood would not justify the loss of additional street parking. Glen Park is mostly blanketed by fog and typically experiences cold temperatures and high winds. Glen Park does not enjoy the type of warm sunny weather conducive to sitting and socializing outside (unlike say, Noe Valley, the Mission and Potrero Hill).

E. The City cannot properly analyze or assess the Plan's potential environmental impacts when BART's plans for Glen Park are unknown and BART need not comply with local ordinances.

The City's analysis of the Plan's potential environmental impacts will be thwarted by the facts that BART's development plans are unknown, and BART's exemption from local planning and zoning codes.

The size, scale, height, density and types of uses that BART decides to build on the parking lot are all unknown variables – variables that can and will have a range of types and degrees of environmental effects.

For example, will BART build 20 housing units or 50 or more? How much parking will BART build on-site? How high will BART's structures be? How much of the parking lot will be occupied by the BART development? How will vehicles access the BART development? Will there be entrances and exits onto residential streets such as Arlington and Wilder? Simply put, we see no way that our modest neighborhood can accommodate a development that is potentially so out of character and scale with that of the existing neighborhood. The infrastructure cannot handle any other large influx.

It is unclear how the City can adequately or accurately analyze the Plan's impacts on the environment when BART's plans for the area are a mystery.

Thank you for considering these comments.

Sincerely,

[redacted]
10/15/2010 04:59 PM

To "Swae, Jon" <Jon.Swae@sfgov.org>
cc [redacted]
bcc
Subject Glen Park Community Plan Comments

Hi Jon -

Thank you for providing the opportunity to provide comments about the Glen Park Community Plan. As you might expect from attending our meeting with Caltrans and SFMTA last month, I am very encouraged to see what is in the plan regarding San Jose Avenue. My neighbors and I believe something needs to be done in the near term, as well as long term more structural changes. It is encouraging to see that you recognize both needs in the plan.

As a 10-year resident of Glen Park / Bernal Heights, I support what I see in the plan overall. Beyond the general support, there are some specific areas that I wanted to comment upon:

Policy 9.2 re: San Jose Ave redesign

1) It is worth adding that neighborhoods beyond Glen Park also support near and long term traffic calming improvements (for example, the work in Bernal Heights to slow San Jose Ave traffic).

2) Reconnecting city streets on San Jose Ave could potentially help with Objective 8 (improving traffic congestion), as a significant portion of the North Bound San Jose Avenue traffic exits San Jose Ave at Rousseau, makes a right turn at Bosworth, then proceeds through Glen Park, causing significant congestion. By connecting the streets, alternative routes can be created that will potentially alleviate rush hour traffic on Bosworth. An interesting idea would be being able to make a u-turn on North Bound San Jose Ave back to South Bound San Jose Ave off-ramp for Diamond to Monterey. This would enable North Bound 280 and North Bound San Jose Ave traffic to avoid the congested Diamond and Bosworth intersection altogether.

Policy 4.1 Pedestrian Safety

1) Walking to and from the Bernal Glen neighborhood to Glen Park takes me through one intersection that feels very unsafe to me - the crosswalk on Bosworth that crosses Arlington. Please make sure to include this crosswalk as part of the plan.

2) As a part of the experience from the overpass above Bosworth, just east is an empty plot of land next to a house (corner of Bosworth at Lyell). It is unclear who owns this (we have been working with Caltrans to understand if Caltrans owns or has sold it). Turning it into a garden and entryway / exit from Glen Park would be a nice compliment to any other improvements under the overpass. Under the overpass, in addition to wall-mounted art, murals could be a good compliment to the space.

Thanks again for the opportunity to provide feedback, and I know we all look forward to working with you in the future to continue to make our neighborhood a better place to live and spend time!

Cheers,

[redacted]

[redacted]

10/15/2010 04:59 PM

To "Jon.Swae@sfgov.org" <Jon.Swae@sfgov.org>

cc

bcc

Subject Re: Reminder: Glen Park Plan comments due tomorrow

Hello,
I would like to thank you for seeking out the community's response to the plan. I would like to contribute to the discussion by adding that Diamond St. is currently over congested with buses and traffic at this time, so I hope there would be a way to route traffic away from this already congested, and at times dangerous, street. I am against the displaying of signage alon the streets of Glen Park, as this looks contrived, like advertising. Glen Park is not that kind of neighborhood. I am in favor of greening and beautifying the BART plaza and surrounding area to make it a more viable, safer public communal space. I am against the development of low or ultra- low income housing as this would decrease the already shakey safety of the area. However, affordable housing for teachers, police, working/middle-income families would be welcome as long as it fits the scale and character of Glen Park. Thanks for considering these points!

[redacted]

On Oct 14, 2010, at 12:18 PM, Jon.Swae@sfgov.org wrote:

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> Jon Swae
> Glen Park Community Plan Manager
> San Francisco Planning Department
> 1650 Mission Street, Suite 400
> San Francisco, CA 94103
> p: 415.575.9069 | f: 415.558.6409
>

[redacted]
10/15/2010 05:46 PM

To Jon Swae <Jon.Swae@sfgov.org>
cc
bcc
Subject Re: Reminder: Glen Park Plan comments due tomorrow

Some of my concerns:

1. Do not want to eliminate parking space for new construction. It does not stop people from having cars and it just puts more cars on the street instead of inside garages out of the way. Do not change the zoning, or increase by five feet the height. It will just make for too dense an area and cause even more congestion.

2. Bicycle Plan is at the expense of every other form of transportation including walkers. Bicycle riders do not stop for pedestrians. They do not stop at red lights or stop signs. What you are designing is not realistic. It only benefits the bicycle riders.

3. If you want to keep middle class families in SF you need to build single family homes not more condos.

4. The complaints about shuttle busses or cars dropping people off at BART is contrary to the purpose of having mass transportation.

5. Bringing the Islais creek above ground is a bad idea since it will attract lots of mosquitoes and the greenway will continue to be just an off-leash dog area. There is no way to stop all the dog owners from continuing using that path as a place to exercise their dogs.

6. The idea that the connections to other neighborhoods is severed by San Jose Ave is just not true. The unintended consequence of changing that stretch of San Jose will only push cars onto other streets in order to go north or south.

7. The BART parking lot needs to stay a parking lot. Many people depend on it so they can use BART.

8. The problem with a lot of the parking in Glen Park is the number of people with ADA parking stickers. There is much abuse of this and changes need to be made regarding who is eligible for a sticker and getting tough on all the phony stickers.

9. Adjustable rate/time Parking meters is just a cash cow for the city and not at all in the best interest of the community who lives here.

10. Parklets are not needed in the busy, noisy downtown area. Just walk a few blocks and you have 66 acres in Glen Canyon Park.

Sincerely,

[redacted]

On 10/14/10 12:16 PM, "Jon.Swae@sfgov.org" <Jon.Swae@sfgov.org> wrote:

[redacted]
10/15/2010 06:44 PM

To jon.swae@sfgov.org
cc
bcc
Subject Glen Park Plan

Jon,

The following are comments and concerns I have regarding the proposed policies for Glen Park.

I object to:

1. the increase in size and height of storefronts in the village,
2. any decrease in parking or increase in parking restrictions
3. any increase in density
4. prohibiting property owners from adding garages,
5. removal of car lanes for bike lanes,

Thank you for your consideration.

[redacted]

[redacted]

10/16/2010 05:20 PM

To jon.swae@sfgov.org
cc
bcc
Subject glen park plan

Hi Jon,

I believe the time for comment is over, but I just want to second the comments of my neighbor, [redacted] We are really pleased about having the streets connect over San Jose Avenue, and believe that as Glen Park residents, we won't feel as cut off from our community. I also LOVE the idea of a rounabout at Bosworth and Arlington. It is a terrible intersection, as it is now, and I think that you have come up with a good solution.

We met with you in early September, as resients of Milton Street, trying to find a solution to calming traffic on San Jose Avenue. We think the plan will help accomplish that. Thanks for being a part of that meeting, and taking our comments into consideration.

I do have concerns about short term parking for businesses, so I really hope that a solution can be found. Even within walking distance from the village, I often am in my car coming to and fro work, and need to stop briefly for groceries.

Thanks for your goo work!

[redacted]

[redacted]
10/17/2010 02:13 PM

To jon.swae@sfgov.org
cc [redacted]
bcc
Subject comments on Glen Park Plan

Dear M. Swae:
I have a few comments on the Glen Park plan. I assume that there are no legal deadlines tied to your requested date of Oct 15th, so I will appreciate if you would still consider these comments.
In general, I strongly support this effort and hope very much to see it carried through to realization. Your timeframe with responsible agencies & funding sources is a very good tool towards that goal. As you finalize this plan, I would like to see the timeframes more clearly defined. 1-5 years is not specific enough to hold anyone accountable for action. In addition, I believe that greenway construction can occur on city-owned property - and consistent with the existing use - within the next 1-5 years rather than 5-10 years. Similarly, the traffic calming and vehicle circulation projects can be implemented within the next 1-5 years similar to other "sustainable streets" projects.
In the detailed document, or in a separate appendix, I would encourage you to state what each agency is responsible for to provide accountability. You should also consider the role of community organizations and businesses, for instance parks to parking and nominating properties for the California Register of Historic Properties.
As a clarification, I would suggest moving the BART plaza redesign from the transit category to the urban design category. While it obviously has a connection to transit, the purpose seems to me to be more closely linked to urban design (whichever category you use, I agree that the idea has merit).
Thank you for your leadership and work on this project, and for your consideration of these comments.
[redacted]

[redacted]
10/23/2010 06:21 PM

To <jon.swae@sfgov.org>
cc
bcc
Subject FW: GP Community Plan: Comment Group meeting on Wed Oct 20

[redacted]
Many thanks for your e-mails. I apologize for not replying sooner - I had to dig myself out from under the stuff that accumulated during my vacation!
Your comments seemed very useful to me. I don't want to add them to the "Dialogue Map" because there'll be no easy and quick way for you to check what I say before I send it to Jon Swae. However, I'm sure that your comments will be well received by him even if they are later than the deadline. I recommend that you e-mail them to him directly. You may explain that you were part of our group, and that you missed the Wed eve meeting.
Many thanks for the part you have played in the development of these comments.

[redacted]

From: Bruce Bonacker [mailto:bruce@bonacker.com]
Sent: Thursday, October 21, 2010 12:03 PM
[redacted]
Subject: RE: GP Community Plan: Comment Group meeting on Wed Oct 20
[redacted]

I intended to come to our meeting, but I had it in my head for tonight and neglected to look at my calendar. I went to a 'candidates nite' at the Housing Action Coalition where I normally represent the Glen Park Association.

How did things go?

Related to the BART lot, I intended to bring photos of relatively tall buildings that fit in to the commercial areas of residential neighborhoods of low rise buildings quite well. I'm attaching them to this message. One is at the train station at Forest Hills Gardens, the lowest density area of Queens... mostly single family and duplex houses developed in the 1920's. The other is Lake Anne Village in Reston, Virginia, a "New Town" suburb developed in the 1960's outside Washington, DC. There are also samples of this sort of sensitivity throughout Europe and others that can be found in the states.

One of the messages that I wanted to bring to the meeting is that the blanket 65' height

limit is ill-advised because it is inconsistent with the DCP staff p[redacted] the Glen Park "Village" has a high quality presence that should be p[redacted]ld support a tall building on the west half of the BART parking lot and a slightly shorter building at the Bernie Kelly corner of Diamond and Bosworth in order to provide densities that respond to the transit rich node of the BART station. I suspect that there are also sites to the south east and south west of the station that can be exploited for density without shadowing their neighbors or heavily impacting their traffic. That's assuming that the existing rush hour traffic back-ups on Bosworth, Lyell, Still, Rousseau and Alemany, south of 280, can be resolved. Beyond that, I would oppose a 65' tall height limit on "downtown" Glen Park, north of Bosworth.

I like the idea of reducing Bosworth Street westbound to 1 lane since O'Shaughnessy is already 1 lane and that's where 95% of the traffic is going. The other lane could then be used for angled parking from Bosworth to Elk increasing by a factor of 3 the effective parking capacity and reducing the speed that people would be driving in a westerly direction on Bosworth.

I hope these are not too out of sync with your discussions of yesterday.

I also hope that you had fun with the GPA list that I sent you all.

[redacted]

From: [redacted]
Sent: Monday, October 04, 2010 4:29 PM
[redacted]
Subject: GP Community Plan: Comment Group meeting on Wed Oct 20

This is a reminder about our meeting scheduled for 6:00 on Wed Oct 20 at the Library to finish our work reviewing and commenting on the latest draft of the Community Plan. I also include an outline of items that we have said we want to discuss.
I will be away on vacation from tomorrow morning until the evening before our meeting. I will have my laptop with me but don't expect to respond to every e-mail and if you need to contact me it may take me a day or two to get back to you. I will have my cell phone, but expect to leave it turned off most of the time. If you want to contact me send an e-mail or leave a v-mail. But please don't expect a prompt response!

Here's the list of things that we have said we want to discuss on Wed Oct 20. This list was compiled at the end of the last meeting.
1. Talk about design guidelines.
2. Talk about the Greenway.
3. Review the document circulated by Bruce Bonacker (see attached "Ideas for Downtown Glen Park

[redacted]

11/06/2010 04:57 PM

Please respond to anngrogan@gmail.com

To jon.swae@sfgov.org

cc

bcc

Subject Comment from Glen Park Resident for 30 years on Glen Park Communily Plan Working Draft

Dear Mr. Swae:

Herewith are my comments as a 30 year resident on Randall and Chenery Streets (home owner both streets), presently living on Chenery at Thor St. I am 66, healthy, working full time in a home business, and partnered.

You cannot be everything and do everything in Glen Park.

We are too small. We are too isolated and hemmed in by hills. Our homes are too small and tightly spaced. Our streets are too narrow and the turns too tight. Our alleys are many. We should not be treated as an "intermodal" or "urban" or "center" or "major" or "massive" or "large scale" or "hub" of anything. Our "cherished qualities" are --or were -- unique, small, friendly, quiet, low-level, diverse, walkable, safe, creative -- and should stay that way, preserving a dying style of life in this City.

That's why I moved here: unique, quiet, safe, rural-like, small, walkable, liveable, friendly, diverse population (age, sex, family/single, lifestyle; only needing more racial integration). *I do not like the way this Village has moved* and it should and must move back toward what it was -- especially when it comes to safety.

A. My prime concern is ***safety as resident, pedestrian, driver, shopper and visitor.***

Thus, my comments focus on that priority. If I am not safe on the streets from thugs and from traffic, and in the neighborhood, at crosswalks, and in my park, at the Bosworth overpass and the J line waiting area, I cannot and will not use them. *If I will be attacked while walking, I will not walk, but drive.* Such is the actual case: I have changed my behavior the past 2.5 years. *I no longer walk past the tennis courts in Glen Park, and after 9 pm I do not walk alone on the streets, nor do I feel safe at the J waiting area day or night!!. Before 2.5 years ago I felt no such fear of crime that restricted my behavior in Glen Park. It is a tragedy.* Until you deal with safety issues in isolated Glen Park and Glen Canyon, I will not use it, period! I do not want to be raped, attacked, or killed and I am now too old to fight back or run away. Glen park has changed and lost its character than drew me here 30 years ago, and frankly, for the first time since I moved in 1970 to San Francisco, I am considering moving away to a community (or another state) that can offer me the above and with a more reasonable cost of living.

If you plan does not deal with safety first and foremost, then it is irrelevant to my interests and needs.

I want more lighting going up Diamond St and Chenery St., along the park a[redacted]park, cutting back trees, lighting on outside of buildings to illuminate not only sidewalks, but dark streets, alleys, and small side parking areas as at Thor St. I also believe something should be done to get rid of the drug house at 200 block of Arlington with speeding cars over the Richland bridge, and a drug house at 100 block of Surrey, both so identified by the SFPD, tho they cannot apparently get rid of them. We need more police, and the Village needs to step up and put up more money (merchants and residents) to extend the hours of patrol by the privately-paid Patrol Special Police, even as our SFPD shrinks. Do not plant trees! That blocks sidewalks, takes space, and hides things allowing more thugs and attacks. I don't like sitting at the BART sitting areas: they are blocked from view. Often I smell marijuana being smoked -- not good for kids. Make the area more open, lighted, friendly for sitting on warm days drinking latte or reading a news paper. Why not better use that space? Outdoor concessions like the florist are great: add more. Don't steal parking spaces for pocket parks: that only means I sit there smelling gas fumes and watching parking cars.

B. My secondary concern is height and density. I do not wish any building to go over two stories high. Period. The stopped construction of condos at Rousseau and San Jose Exit is an abomination, one story too high, hulking, boxy, and not like Glen Park at all. How did that get approved? Wrong! Do not allow second story construction anywhere (I see you keep it at that) construction in commercial areas). I object to the third floor even pushed back from the library.

C. My third concern is not only preserving, but *increasing, car parking* . I disagree that the parking lot at BART 'contributes little to neighborhood character'. It allows bill board to be seen. It houses the Zip cars. I see trees. I disagree that more parking means more traffic and cars. It means folks stop circling, park quickly, get in and out shopping at local businesses. I want more parking, period. It permits folks to park there and shop. I am completely opposed to doing away with one single existing parking slot, and I recommend adding a two story parking garage in the BART lot if anything is done at all. I do not own a car and use public transit, but I am completely sympathetic to those who drive and to merchants who need parking for their customers to keep this neighborhood's businesses in business. Ticket disabled placards if not valid. Ticket parking meters that run out and ticket 2 hr limits but do not take on parking space away!

D. My fourth concern is to minimize and calm traffic, *reduce* the temporary parking and disruption of huge transport buses picking up and delivering Silicon valley workers (minimize the "intermodal transit center"--whatever that means), and keep bicycles out of Glen Park. More traffic does not result in more safety but less. Thugs are less obvious in crowds, sneak up easier to grab ipods, purses, and computers,, attack faster, and get away faster when there is major hubbub. Less people on streets is safer than now. *I am not interested in creating bike lanes or parking for bikes.* I do not want bikes running me down on the sidewalks when I cross or more bikes in this neighborhood. We already have too much traffic here. We need less. Ticket people stopping at red zones in the village like outside Buddies along Diamond ! They often block traffic and turns up the hill off Chenery! Traffic at Diamond and Chenery is horrid: Install a red light! it's beyond time for that.

E. My fifth concern is keeping chain stores out of Glen Park, period. Let's preserve mom and pop

small business to keep the Village flavor of this neighborhood.

F. My sixth concern is benches. Put back the benches along Chenery and Diamond but precede them with lighting. Sidewalks are congested and I sometimes have to walk out into the street: something I have never done before 2-3 years ago. People crowd outside Tygers, the new pizza place, and block the sidewalk. Where can they go? Widen sidewalks, yes. Make the BART plaza more sitting-friendly (see above).

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"What people value in this world are not rights but privileges. Most
people want security in this world, not liberty. It is not materialism
that is the chief curse of the world, as pastors teach, but idealism.
People get into trouble by taking their visions and hallucinations too
seriously." H.L. Mencken

[redacted]
11/07/2010 04:21 PM

To <jon.swae@sfgov.org>
cc
bcc
Subject GP Draft Plan

Hi, Jon-
I was a late-comer in the last focus-group meeting but have been following this subject closely. I recently received the brochure in the mail and was forwarded your Nov. 3 email announcing the meeting and providing a link to the online details.

There are some goals in the draft plan that may be worded to prompt universal agreement, but I wonder if the impact is really the desired outcome. Some goals in the plan raise the possibility that we are sending planners in the wrong direction and I'm hoping you will think about the following examples.

This is an ambitious undertaking and I appreciate your being so thorough and willing to accept comments.

Thanks,
[redacted]

"...prohibit new curbcuts" (I presume this translates to "reducing parking requirements"

In SF Article 1.5 "Offstreet Parking and Unloading", the offstreet residential requirment is 1 space per 1 dwelling (with exceptions, of course). This guideline was established in 1955, when families had at most one car. Now approximately 70% of households in San Francisco have one or more vehicles per household. (http://cityinfo.local.com/city-information/san+francisco-ca-households) I was unable to find any firm statistics, but I'll bet that 70% number would be significantly higher in Glen Park.

In 2004, the Rincon Hill Plan was the first to remove parking minimums--and that is in a very dense, condo-oriented downtown area. In a "Residential Transit-Oriented" district, no parking is required. Is this the rezoning direction recommended for Glen Park? Why would this neighborhood want more street-parking battles? Yes, if everyone rode a bicycle life would be grand. Meanwhile, let's deal with reality: building a multi-unit structure in this area with less than 1:1 parking only works on paper.

Mega Infrastructure projects of the 1960's & '70's "severed connections to surrounding neighborhoods"

The way this is worded, it sounds like a negative impact. The character of Glen Park has survived and even blossomed after these projects--in spite of them or because of them? Do we want to merge our neighborhood with the Ingleside & Bernal Heights districts? If you look at the attached crime report map, you might conclude that San Jose Ave. is our buffer zone for crime. It may be our only savior.

Minimize the impact of past large-scale infrastructure projects

Assuming you're not planning to tear down the BART station, eliminate the 280 ramp or tunnel under Glen Park, perhaps the impact can be lessened by painting lanes, establishing left and/or right-turn only lanes and providing an off-street area for buses and cars picking up BART passengers. There is probably ample space in the BART parking lot to provide bicycle parking. Many possibilities exist with minimal expenditures and significant benefit. I hope we can be realistic in our expectations.

San Francisco Crime Map Sept_Oct.JPG

Recommendations

*A Parklet on Wilder Street near Diamond Street this is a perfect flat spot in the neighborhood for a small parklet that can also be used once a week for a farmers market .

*Undergrounding all wiring in the merchants district.

*Widening the sidewalk along Elk Street that runs along Glen Park playgrounds....this is a big safety issue.

→ three trails? ⇒ ped accidents

*Keeping, the parking availability and using sharrows for Bicycles. Important for the Neighborhood economy and survival.

*Beautification of all fence areas around Bart and streets in the Merchants area.

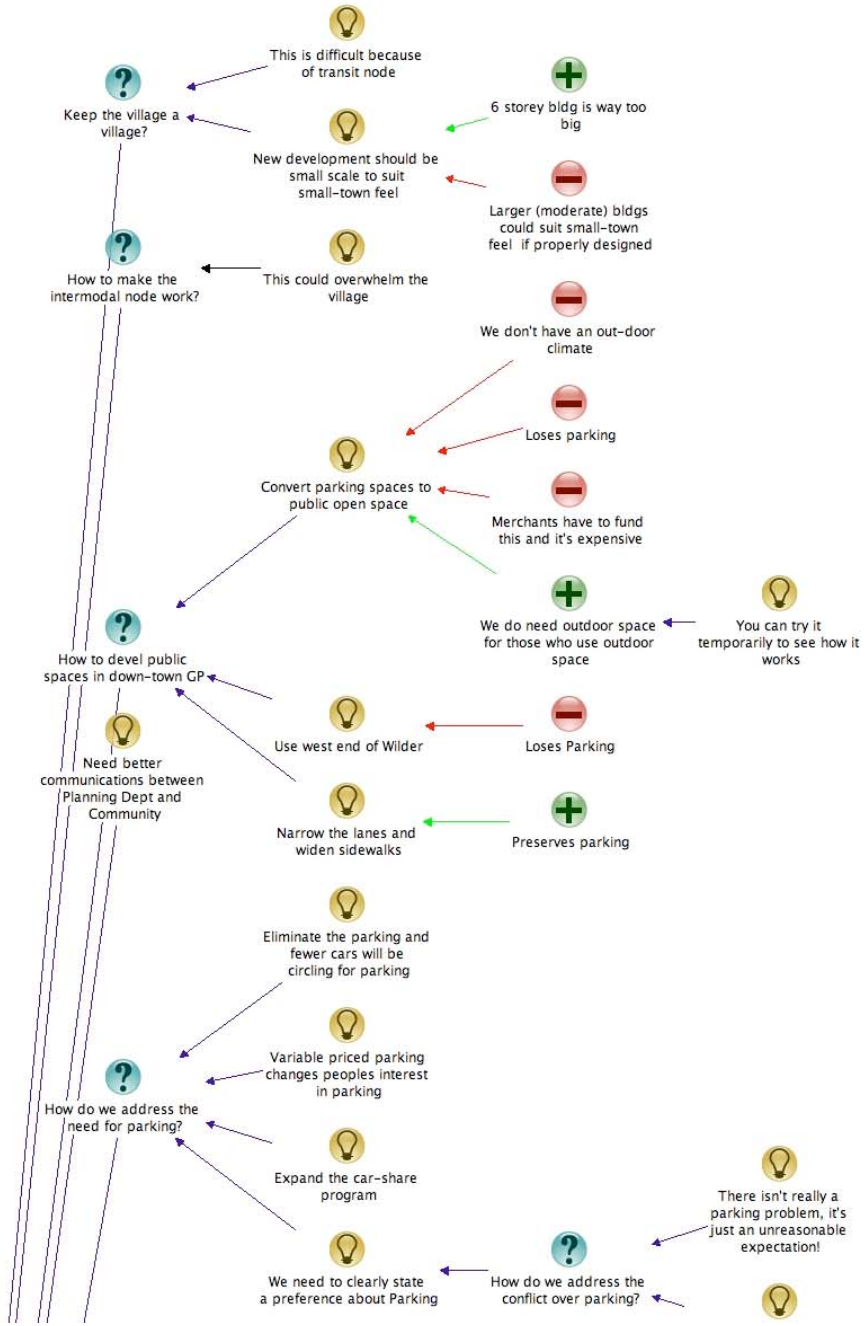
Planning

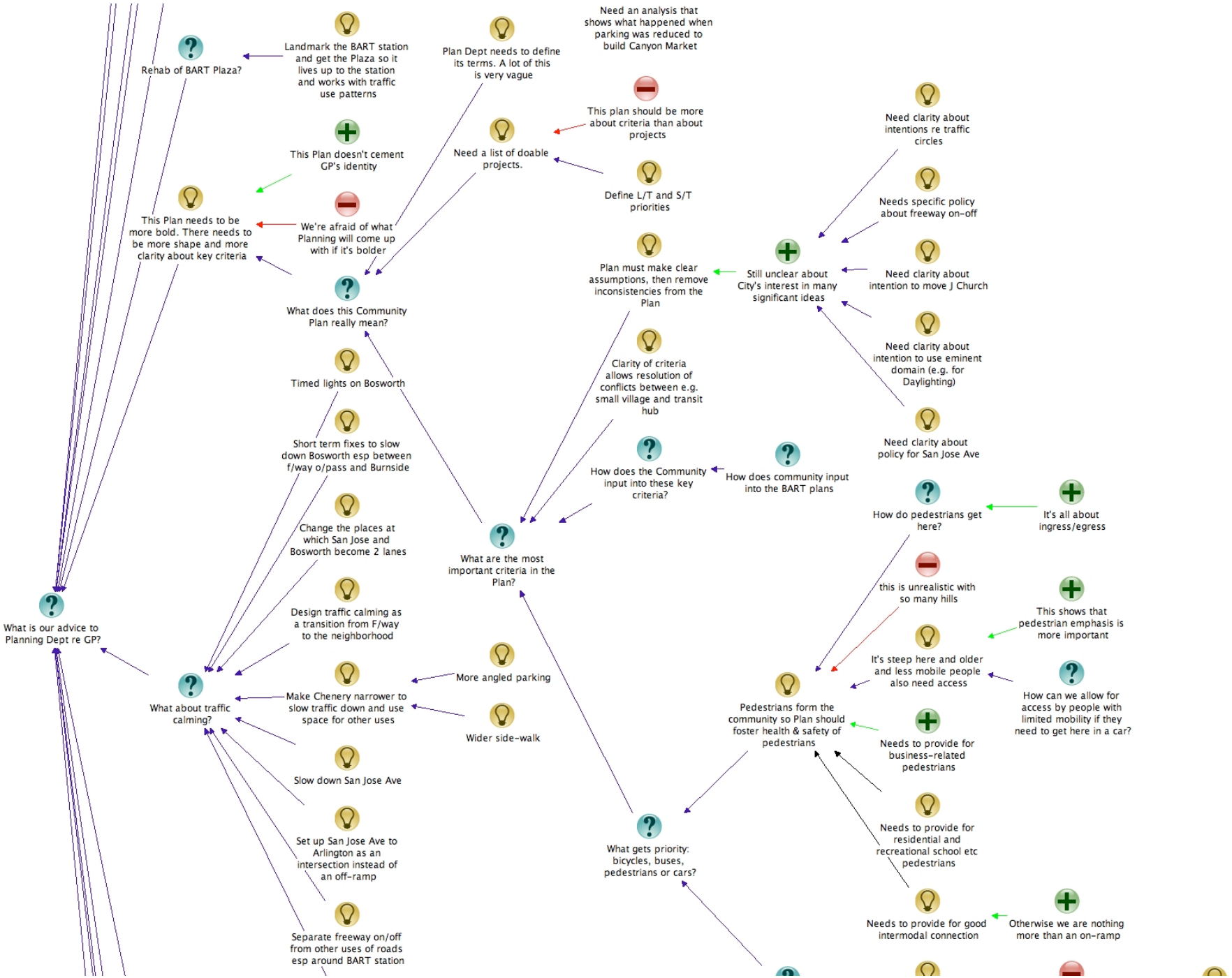
*All new buildings to provide housing for Families of 4 or more. We need development for this, and there is a lack in most all new transit first development projects. These projects then can provide 1 car space for a Family of 4 or more. Also with this development we can add some 1 bedroom apts for seniors. This would be a really great idea.

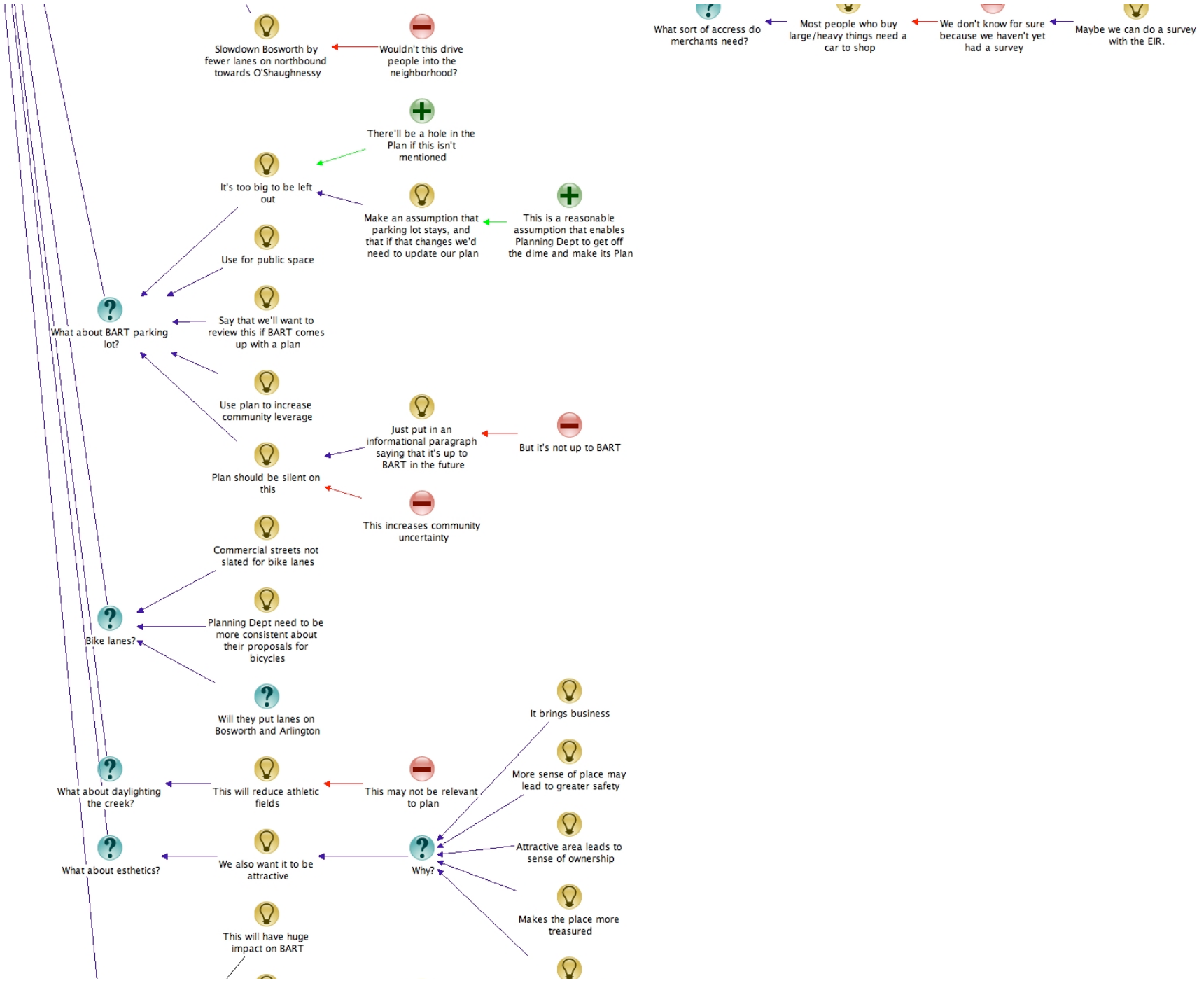
Thank you,

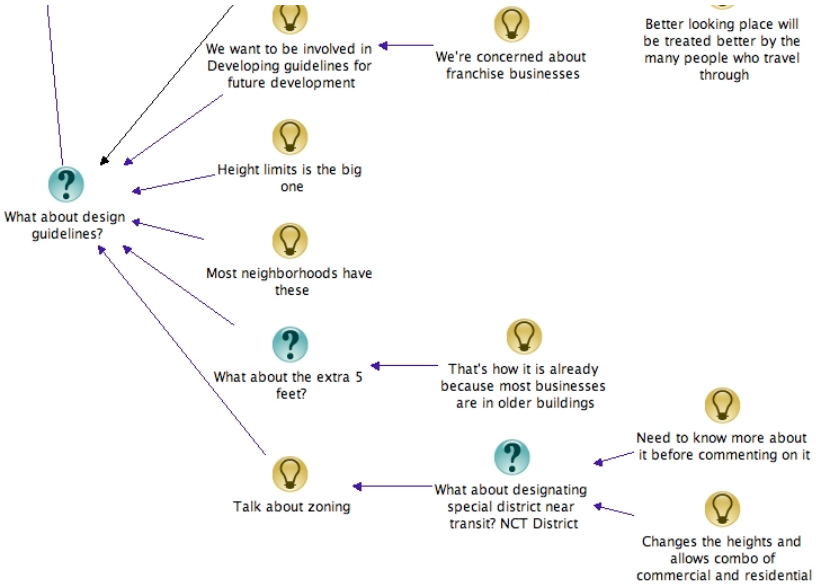
[redacted]

GP Draft Plan Comments




Landmark the BART station and get the Plaza so it lives up to the station and works with traffic use patterns
Rehab of BART Plaza?
Plan Dept needs to define its terms. A lot of this is very vague
Need an analysis that shows what happened when parking was reduced to build Canyon Market
This plan should be more about criteria than about projects
Need a list of doable projects.
Define L/T and S/T priorities
This Plan doesn't cement GP's identity
This Plan needs to be more bold. There needs to be more shape and more clarity about key criteria
We're afraid of what Planning will come up with if it's bolder
What does this Community Plan really mean?
Need clarity about intentions re traffic circles
Needs specific policy about freeway on-off
Still unclear about City's interest in many significant ideas
Need clarity about intention to move J Church
Need clarity about intention to use eminent domain (e.g. for Daylighting)
Need clarity about policy for San Jose Ave
Plan must make clear assumptions, then remove inconsistencies from the Plan
Clarity of criteria allows resolution of conflicts between e.g. small village and transit hub
Timed lights on Bosworth
Short term fixes to slow down Bosworth esp between f/way o/pass and Burnside
How does the Community input into these key criteria?
How does community input into the BART plans
Change the places at which San Jose and Bosworth become 2 lanes
What are the most important criteria in the Plan?
How do pedestrians get here?
It's all about ingress/egress
this is unrealistic with so many hills
This shows that pedestrian emphasis is more important
It's steep here and older and less mobile people also need access
How can we allow for access by people with limited mobility if they need to get here in a car?
Design traffic calming as a transition from F/way to the neighborhood
What is our advice to Planning Dept re GP?
More angled parking
Make Chenery narrower to slow traffic down and use space for other uses
Wider side-walk
What about traffic calming?
Pedestrians form the community so Plan should foster health & safety of pedestrians
Needs to provide for business-related pedestrians
Slow down San Jose Ave
Needs to provide for residential and recreational school etc pedestrians
Set up San Jose Ave to Arlington as an intersection instead of an off-ramp
What gets priority: bicycles, buses, pedestrians or cars?
Needs to provide for good intermodal connection
Otherwise we are nothing more than an on-ramp
Separate freeway on/off from other uses of roads esp around BART station


What sort of accress do merchants need?
Most people who buy large/heavy things need a car to shop
We don't know for sure because we haven't yet had a survey
Maybe we can do a survey with the EIR.
Slowdown Bosworth by fewer lanes on northbound towards O'Shaughnessy
Wouldn't this drive people into the neighborhood?
There'll be a hole in the Plan if this isn't mentioned
It's too big to be left out
Make an assumption that parking lot stays, and that if that changes we'd need to update our plan
This is a reasonable assumption that enables Planning Dept to get off the dime and make its Plan
Use for public space
What about BART parking lot?
Say that we'll want to review this if BART comes up with a plan
Use plan to increase community leverage
Just put in an informational paragraph saying that it's up to BART in the future
But it's not up to BART
Plan should be silent on this
This increases community uncertainty
Commercial streets not slated for bike lanes
Bike lanes?
Planning Dept need to be more consistent about their proposals for bicycles
Will they put lanes on Bosworth and Arlington
It brings business
More sense of place may lead to greater safety
What about daylighting the creek?
This will reduce athletic fields
This may not be relevant to plan
Attractive area leads to sense of ownership
What about esthetics?
We also want it to be attractive
Why?
Makes the place more treasured
This will have huge impact on BART


We want to be involved in Developing guidelines for future development
We're concerned about franchise businesses
Better looking place will be treated better by the many people who travel through
Height limits is the big one
What about design guidelines?
Most neighborhoods have these
What about the extra 5 feet?
That's how it is already because most businesses are in older buildings
Need to know more about it before commenting on it
What about designating special district near transit? NCT District
Talk about zoning
Changes the heights and allows combo of commercial and residential