

SAN FRANCISCO PLANNING DEPARTMENT

GLEN PARK COMMUNITY PLAN ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING

THURSDAY JULY 16, 2009

6:38 P.M.

GLEN PARK RECREATION CENTER

70 ELK STREET

SAN FRANCISCO, CA

**ORIGINAL**

REPORTER: FREDDIE REPPOND

**M E R R I L L C O R P O R A T I O N**

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A P P E A R A N C E S

For the San Francisco Planning Department:

Lisa Gibson

John Swae

For BART:

Bruno Peguese

For the Public:

Barry Krasner

Margie Cleland

Vineeta Hirandandani

Nicholas Dewar

Chance Elliott

Paul Silberschatz

Carol Koffel

Mary Moss

Carrie Helser

Marnie Dunsmoor

Andrea O'Leary

--oOo--

1 [The meeting began at 6:38 p.m.]

2 LISA GIBSON: Good evening. Welcome to  
3 tonight's public scoping meeting for the environmental  
4 impact report of the Glen Park community plan project.  
5 My name is Lisa Gibson. I'm an environmental planner  
6 with the San Francisco Planning Department. And my role  
7 is to be the coordinator for the EIR.

8 The purpose of our meeting today is to obtain  
9 public comment concerning the scope of the issues to be  
10 addressed in the draft environmental impact report, or  
11 EIR, for the project. My function for this evening is  
12 to moderate this scoping meeting.

13 Seated in the room with us tonight are some  
14 people that I would like to introduce. If you can  
15 stand, John Swae is the community plan coordinator.  
16 Next to him is John Billovitz, who is the community plan  
17 director. Chelsea Fordham is there at the front of the  
18 table; and she is with the Planning Department and is my  
19 assistant working on this project and the EIR. We have  
20 Randi Adair standing over there; she's with the  
21 consulting firm PBS&J, who are assisting the Planning  
22 Department in preparing the environmental documentation  
23 for the project. In the back there we have Kim Walton,  
24 who is the project manager with the San Francisco  
25 Municipal Transportation Agency.

1           And I'm sorry. Do we have a representative  
2 here from BART? I'm not recognizing any face. We are  
3 expecting a representative from BART. And when he  
4 arrives, I'll be sure to introduce him.

5           Supervisor Dufty could not be here tonight,  
6 but he did want us to convey the message that he is  
7 excited to see this milestone in the environmental  
8 review process being achieved and knowing that the  
9 project is moving forward. The department has been in  
10 close contact with Supervisor Dufty and keeps him  
11 informed and will continue to do so as we move towards  
12 completion of the EIR.

13           So, hopefully, as you came in, you signed in  
14 on the sign-in sheet there and picked up a copy of the  
15 meeting agenda. And Chelsea is there to assist you. If  
16 you need any materials at any point, just raise your  
17 hand and she'll help you out. If you plan on speaking,  
18 it's important that you get a speaker card. It's not  
19 quite a card; it's a piece of paper that you fill in  
20 your name and organization, if you're with one, and your  
21 address. And we will collect those and use those to  
22 call people up to speak. Later, during the public  
23 comment period of the meeting, we'll call your name when  
24 it's time for you to speak.

25           Another item you might wish to pick up is the

1 comment form. And this is a written form that you can  
2 use to write down any comments that you might have  
3 whether or not you speak tonight. And the box over  
4 there is where you can drop them. There's some other  
5 handouts at the table over there that I'll mention a  
6 little bit further in my presentation.

7 So a couple of housekeeping issues. The  
8 restrooms are located to the right when you go out the  
9 door and then to the left. Please, we would request  
10 that you turn off your cellphones, ringers, and pagers;  
11 and if you do need to speak that you step outside of the  
12 room.

13 Now I'd like to take a minute to talk about  
14 the purpose of tonight's meeting. The EIR process, as  
15 required by the California Environmental Quality Act, is  
16 a very public one. This is the first step. The main  
17 reason for this scoping meeting is to receive oral  
18 comments as well as written comments on the scope of the  
19 environmental issues to be addressed in the EIR. This  
20 is your opportunity to assist the Planning Department in  
21 scoping and focusing the EIR by sharing any information  
22 that you may have or concern that you have that might be  
23 useful in preparing the EIR. Your comments could help  
24 to identify significant environmental effects of the  
25 project, help us identify issues that maybe aren't as

1 great a concern where we don't have to put as much  
2 attention to them, or to identify reasonable project  
3 alternatives.

4           It's not a meeting about the merits of the  
5 project or about project approval. I and the others  
6 that I introduced to you here tonight are here to listen  
7 to your comments. We're not here to discuss or debate  
8 your views with you. It's not a question-and-answer  
9 session, although we may ask questions for a point of  
10 clarification.

11           In just a moment you're going to hear a  
12 presentation from John Swae regarding the proposed  
13 project. After that I'll speak with you briefly about  
14 the CEQA review process. And then we'll open the  
15 meeting for public comment and for those who submit  
16 speaker cards. And everybody will be given three  
17 minutes to speak.

18           We have an official stenographer here this  
19 evening who will be making a verbatim transcript of  
20 tonight's meeting. The transcript will be part of the  
21 official record for THE CEQA process. After all the  
22 speakers have commented, we will wrap up the meeting.

23           So now I'd like to hand things over to John  
24 Swae, who will speak with you about the proposed  
25 project.

1 JOHN SWAE: Hi, I'm John Swae. I work with  
2 the San Francisco Planning Department. I'm the  
3 community plan manager for the Glen Park community plan.

4 So thanks for coming out. I do want to say  
5 that this is like a pretty big event, actually, with the  
6 EIR. As many of you know, we introduced this plan in  
7 2003; and then it was put on hold until we could get the  
8 environmental review started. And it's taken a while  
9 and we acknowledge that, but it's finally started. So I  
10 think it's a pretty exciting moment for the plans to  
11 move forward.

12 Lisa's going to talk a little more about the  
13 environmental review process, but I'm just curious how  
14 many people are familiar with EIRs and that kind of  
15 process involved. Okay. So this is not a meeting about  
16 the community plan per se. It's about the environmental  
17 impacts that will be analyzed of the plans. So Lisa  
18 will talk about that. But I can talk basically a little  
19 bit about the plan.

20 These maps show the plan area. So it extends  
21 mostly around the BART station, the downtown village  
22 area, and then up Chenery and Bosworth to Glen Park.  
23 And there's a number of improvements proposed -- a lot  
24 of transportation improvements were called out in the  
25 2003 plan. There's a proposed bus loop that would go

1 around the BART station to allow buses to get out of  
2 traffic on Diamond and Bosworth. There's two  
3 roundabouts proposed for traffic calming at the  
4 intersections of Bosworth and Arlington and Lyell.  
5 There's a proposal to explore looking at daylighting  
6 portions of Islais Creek that flows under parts of Glen  
7 Park and a number of other improvements.

8 I'm happy to talk more about those, but  
9 hopefully you'll have a chance throughout tonight to get  
10 up and walk around and check out some of these boards,  
11 which kind of describe parts of the plan.

12 So basically what is the plan? So there's  
13 three big components of the plan. One of them is going  
14 to be the zoning heights proposal for the area. As the  
15 study area shows, it's not going to affect much of the  
16 residential areas around Glen Park. It's focused mostly  
17 on the downtown part of Glen Park. So we'll develop the  
18 zoning and heights proposal for the study area. We will  
19 develop some plan area guidelines, so some design  
20 guidelines for how new development should look or what  
21 types of development will fit in with the character of  
22 Glen Park. And then looking at site-specific  
23 guidelines, some of the potential development sites,  
24 such as the BART parking lot. So we want to get your  
25 input or your feelings about what should happen there or



1 what shouldn't happen there and how it should look.

2           And then the third piece of the implementation  
3 program: So we're really focused on getting  
4 improvements on the street; and we do have federal  
5 earmark money -- some money to spend on some  
6 transportation improvements. So out of this process  
7 we're hoping to identify some of those improvements that  
8 we can actually build in the neighborhood. So out of  
9 the implementation program we will get a transportation  
10 and parking strategy for the study area. We're going to  
11 be looking at developing streetscape plans for the area  
12 and for downtown Glen Park; and then looking at some  
13 open space, greenway, and possibly creek ideas for the  
14 neighborhood.

15           So in the process where we currently are right  
16 now is we are getting the environmental review rolling.  
17 And we're also at the transportation improvements that I  
18 mentioned here that were proposed as part of this 2003  
19 plan. So we had some engineers and the MTA are looking  
20 and studying these improvements to see can we really --  
21 is it feasible to build a bus loop because of the grade  
22 change. Can we build these roundabouts at the  
23 intersection that are big enough to accommodate them?  
24 So we have people cranking on that.

25           And the next steps: We're going to have the

1 results of those studies in the next month or two. And  
2 what we hope to do is have our next public workshop in  
3 September -- early fall. We'll be talking about the  
4 transportation improvements and the results of those  
5 studies. So we had an open house in April where we  
6 officially relaunched the planning process and then our  
7 next big public workshop will be this fall. It will  
8 focus on transportation issues.

9           And then the other things: I just want to  
10 emphasize I know this is not a forum to get into the  
11 details of the plan. We're focusing on environmental  
12 review, but I'd like to leave my cards up at the table  
13 here. And I just want to encourage all of you to give  
14 me a call or talk to me this evening if you have  
15 concerns. We know there are a lot of concerns about  
16 parking and the BART parking lot; so those are things we  
17 want to hear about. So please feel free to contact me.

18           I think I'll turn it back to Lisa.

19           LISA GIBSON: Thank you, John.

20           I'd like to do one additional introduction  
21 before we move on. Bruno Peguese, if you could stand  
22 up, please.

23           He's with BART. He's the principal  
24 development director --

25           BRUNO PEGUESE: Principal property development

1 officer.

2 LISA GIBSON: He is joining us here today to  
3 hear the comments that may pertain to the development --  
4 the impacts regarding development of the BART parking  
5 lot.

6 Just to follow up one thing that John said, I  
7 just want to clarify, as he did the environmental review  
8 process versus the community plan process, there's one  
9 e-mail list that is on the table over there for  
10 individuals who wish to receive information regarding  
11 the community plan process. You can do so by getting on  
12 the e-mail list there for the environmental review.

13 I just want to make sure that everybody has  
14 signed in on the sign-in sheets. And because of some  
15 problems that we had with the e-mail distribution on the  
16 NOP -- the notice of preparation -- for this meeting, we  
17 would prefer that we stick with the "snail mail," as it  
18 were, as our principal means of communication for the  
19 environmental review process.

20 So the first step in the EIR process was the  
21 issuance of the notice of preparation and the notice of  
22 the scoping meeting that we sent out on July 1st 2009.  
23 That was to elicit participation in the scoping of the  
24 EIR for the agencies and for the public. That included  
25 a brief description of the project and the environmental

1 effect it had we'd be looking at. It included a notice  
2 of where the written comments should be submitted and a  
3 deadline for that. We are accepting written comments on  
4 the scope of the EIR through July 31st at 5:00 p.m. And  
5 there are extra copies of this notice of preparation at  
6 the table over there. And it indicates where you should  
7 send those comments. Also, there's an agenda. There's  
8 information there on where to mail any comments that you  
9 have.

10 The next step of the EIR process will be the  
11 publication of an initial study. And that's a  
12 preliminary analysis tool that we use to focus the EIR  
13 on the potential significant impacts of the project to  
14 avoid unnecessary analysis of environmental concerns  
15 that are not potentially significant. The initial study  
16 will include a more detailed description of the project  
17 than was in the notice of preparation. And it's going  
18 to discuss the project's less-than-significant impacts;  
19 and it'll identify the potentially significant impacts  
20 that we would be taking a closer look at in the EIR.

21 The initial study uses a checklist format like  
22 the document that we have in the table over there that  
23 looks like this. And this can give you an idea of the  
24 issues that we will be looking at and the kinds of  
25 questions that we'll be seeking to answer. The initial

1 study will be sent out to agencies and interested  
2 parties, including those people that signed in here  
3 tonight. We published a notice in the newspaper. We  
4 send it to the State Clearinghouse for state agency  
5 review; and we anticipate that we will publish the  
6 initial study towards the end of this year. And the  
7 Planning Department will accept your written comments on  
8 that document for a period of 30 days.

9 We have already begun collecting the  
10 preliminary information and conducted analyses that will  
11 be the basis for the initial study. The verbal comments  
12 that we receive here tonight and those that we receive  
13 in writing regarding the physical effects and the  
14 environmental effects of the project will be taken into  
15 account in our preparation of the initial study and then  
16 in the EIR, but we're not going to be preparing written  
17 responses to those comments. What we'll be doing is  
18 reviewing those comments in the oral transcript that we  
19 get and that will help us focus the EIR analysis as  
20 appropriate.

21 Then, after the initial study, the Planning  
22 Department will publish a draft EIR; and that will be  
23 the document that takes a closer look at the focused  
24 environmental issues that we identify in the initial  
25 study. And that will be sent out for public review for

1 a period of 45 days.

2 And after that is published, we'll be having a  
3 hearing before the Planning Commission. So that will  
4 allow another opportunity for oral comments at that  
5 point. And there will be a hearing, also, before the  
6 Historic Preservation Commission to allow them to look  
7 at comments on any concerns regarding historic  
8 resources.

9 We anticipate publishing the draft EIR  
10 sometime in early next year. And, like the initial  
11 study, the draft EIR will be sent out for public review  
12 to agencies and to the State, having notice in the  
13 newspaper. After the close of the draft EIR comment  
14 period, the Planning Department will work on the draft  
15 comments-and-responses document. This is going to be a  
16 document that will provide written responses to the  
17 substantive comments we receive on environmental issues.

18 We'll also be identifying any changes to the  
19 draft EIR, as necessary, to be responsive to the  
20 comments that we received. And we will distribute this  
21 document out to those who commented and give two weeks  
22 before there'll be a hearing before the Planning  
23 Commission, where we will ask the Planning Commission to  
24 certify the final EIR. Certification of the EIR does  
25 not mean that the project is approved. It doesn't

1 constitute approval of the plan. It does not constitute  
2 approval of any individual development project within  
3 the plan area. That is a separate consideration from  
4 the certification of the EIR.

5 I think that's an important point. I just  
6 want to emphasize it. And that's why at tonight's  
7 meeting we are not concerned, really, about the merits  
8 of the project, whether it is good or bad. We really  
9 want to hear about, if you feel something is good or  
10 bad, how that relates to concerns you might have about  
11 the environmental impact.

12 So, briefly, I'll just go over the kinds of  
13 things that we'll be looking in the initial study and  
14 draft EIR. CEQA, the California Environmental Quality  
15 Act, which requires that we do this, encourages  
16 protection in a wide range of environmental issues.  
17 There are 18 topics that we will be looking at in our  
18 environmental review. And that's the handout that I  
19 referred to earlier. We anticipate that we will be  
20 taking a close look at roughly a handful of issues in  
21 the EIR.

22 Examples of those topics and the questions  
23 that we will be asking include: Transportation  
24 circulation. What effect will the project have on the  
25 existing transportation system and circulation patterns?

1 Obviously, a purpose of some of the plan is to improve  
2 those conditions. How would the plan actually affect  
3 these things?

4 Land use. What effect would implementation of  
5 the community plan have on the character of the  
6 neighborhood and would their individual quality be any  
7 esthetic effect? Would this project have an effect on  
8 scenic views, issues of any kind?

9 For noise, we might look at whether any  
10 potential infill development will be significantly  
11 impacted by existing noise levels on Interstate 280.

12 And the air quality. Would the project result  
13 in any significant air pollutant concentrations?

14 So those are just some of the questions that  
15 we would be answering. And for each significant impact  
16 that we identify in the initial study or EIR we will  
17 identify feasible mitigation measures that will avoid or  
18 substantially reduce those impacts. And those are  
19 called "mitigating measures."

20 So then the EIR is also going to evaluate and  
21 consider alternatives to the proposed project. The  
22 alternatives that we are going to focus on are those  
23 that ideally avoid or reduce any of the significant  
24 environmental effects the project would have. We know  
25 that the EIR will assess the no-project alternative; and



1 that will allow us to compare the impact of the project  
2 against the impacts that would occur if the project were  
3 not to proceed. And other alternatives will be  
4 addressed as well. Those are in development; and  
5 they'll be based on impacts that we identify as we move  
6 forward in the environmental review process.

7 . Because the city is receiving federal funding  
8 for the transportation improvements, as John mentioned  
9 earlier, this project is also subject to a federal law  
10 called the National Environmental Policy Act, or NEPA.  
11 We anticipate that a separate environmental review  
12 document will be prepared to satisfy NEPA, either --  
13 possibly an environmental assessment with the finding of  
14 no significant impact.

15 So now we're going to open the meeting up for  
16 public comments at last. And we'd like to say that this  
17 is an evening in which there may be contrasting  
18 viewpoints expressed and different values may be shared.  
19 So I just would like to ask your consideration for each  
20 speaker. Please let each speaker speak and refrain from  
21 any interruption. In the interests of time, speakers  
22 will be given three minutes. And I know that many of  
23 you might have more than three minutes would allow for  
24 you to say. So really consider this as an opportunity  
25 to highlight your principal points of view; and you can

1 supplement your comments with written comments either to  
2 drop off here or that you send in any time up to July  
3 31st.

4 So to ensure that we get a complete and  
5 accurate record for our transcript, we'd like that you  
6 please come up here in front of the room and speak  
7 slowly and clearly and state your name and organization,  
8 if you represent one, and what your capacity or role is  
9 with that organization and then your address. And we'll  
10 keep track of time and advise you when your three-minute  
11 period is passed.

12 So we again remind you to please refrain from  
13 making any comments regarding the merits of the project,  
14 but instead to direct your comments on the scope and  
15 focus of the EIR.

16 So if anybody has any speaker cards, could you  
17 please hold them up and someone will come around and  
18 collect them. Right now we can call up our first  
19 speaker, Barry Krasner.

20 BARRY KRASNER: Hi, everybody. Since it seems  
21 that we're limited to what we can talk about other than  
22 just the EIR, I'm going to focus primarily on -- my  
23 biggest concern is the BART parking lot and the  
24 development of it. And I know there are a lot of issues  
25 about whether there should be housing there or parking

1 there or whatever. But I'm going to mostly focus on the  
2 fact that I think that what is being proposed in the EIR  
3 is too big. I think it's too tall for the residences  
4 that are around it. In the document you sent out, it  
5 indicated height limits of up to 65 feet. That area is  
6 surrounded by mostly two-story houses. So 65 feet or  
7 even 40, 45 feet would tower over everything else. And  
8 the number of units -- 40 to 65 units is just too much  
9 for that area.

10 And the one last thing I want to say, even  
11 though it's not part of the EIR, but since I don't know  
12 when I'll get another opportunity, is the fact that the  
13 housing element plan which this would fall under wants  
14 40 percent of these units to be for low- and  
15 ultra-low-income residents. 40 percent. I think that's  
16 too much.

17 So anyway that's it for now. But I have a  
18 question about when will we be able to -- you said the  
19 next meeting was September and will be on transportation  
20 issues. So when will there be times for residents to  
21 ask more questions about issues like this?

22 LISA GIBSON: Thank you for your comments.

23 What I'd like to do is I will note any  
24 questions that anybody has here. And the purpose of the  
25 meeting is to hear comments from everybody. But as time

1 allows, at the end I can respond to questions of this  
2 nature which are procedural and just seeking basic  
3 information. So I'll take note of that and respond to  
4 that afterwards, if that's okay.

5 UNIDENTIFIED SPEAKER: Will you publish  
6 minutes of this meeting?

7 LISA GIBSON: Again, I'd like to -- I will  
8 note that I prefer that people could come and speak.  
9 And then I'll answer any questions at the end. I just  
10 want to make sure that the people that came here to  
11 present their comments have an opportunity.

12 So next speaker, Margie Cleland.

13 MARGIE CLELAND: My name is Margie Cleland. I  
14 live at 163 Flood Avenue, San Francisco.

15 And I basically have three concerns. I kind  
16 of looked everything over today. And one thing I didn't  
17 notice that there was any automobile passenger dropoff.  
18 I don't know if it's going to be in the same place --  
19 pick-up/drop-off that's right in front of BART, which is  
20 heavily used. So I just didn't see anything concerning  
21 that. I, like the other gentleman, am concerned about  
22 the BART area.

23 And I personally think there ought to be  
24 parking. The reason I do is some of the concerns in the  
25 area seem to be from not only residents but businesses

1 in the area. There's not enough parking. And I just  
2 feel that it would give the owners and workers there --  
3 patrons, BART riders, neighborhood businesses, even like  
4 Zipcar places -- you know, the ride-share -- a place to  
5 be. And I know that I have gone down to a restaurant  
6 and I've circled four times to try to find parking. And  
7 I figure that maybe it would lessen congestion if you  
8 actually had some place to go that you could drive into  
9 instead of having to go around the block several times.

10 Also, that part of what's been talked about is  
11 taking some parking away in the neighborhood areas to  
12 beautify and put trees and things like that, which is  
13 all lovely, except it's going to, again, take parking  
14 away and just reduce the amount of parking that's  
15 already in the neighborhood.

16 And the other thing, just to mention, they  
17 were talking about bicycle lanes. I guess there's going  
18 to be a whole lot more bicycle lanes connected. And all  
19 I would say about that is that bicycles are great and  
20 wonderful, except can't they stop at the stop signs?  
21 Can't they stop at the stop lights? Do they have to  
22 whiz through? And then you feel like you're going to  
23 flatten them. I don't want to flatten anybody, but I  
24 don't want to feel like it's terrible if I do, if it's  
25 not even my fault.

1           So anyway that's what I have to say. Thank  
2 you very much.

3           LISA GIBSON: Any other speakers? I don't  
4 have any other cards at the table here. Come on up.  
5 And anybody else who wishes to speak, please hold up  
6 your card and we will collect it.

7           VINEETA HIRANDANDANI: Hi. My name is Vineeta  
8 Hirandandani. I'm representing Glen Park Marketplace  
9 Homeowners Association, which is the condos, the market,  
10 and the library. We are an entity collectively at 53  
11 Wilder Street.

12           And we are concerned with the impact of the  
13 structure and the pass-through greens that's going to go  
14 through, as it relates to the issues of height, which  
15 was already brought up by the last person. So how tall  
16 is the structure going to be? What's the impact of the  
17 structure and the pass-through green on the sound in the  
18 surrounding area?

19           Pollution.

20           Also, light, with a tall structure and  
21 whatever they build in the green, that's going to impact  
22 the western side of our structure so that the homeowners  
23 will not have any light in their units. It will be  
24 completely gone.

25           Traffic flow to Wilder Street, which is

1 related to the parking issue. So if parking goes away,  
2 people will now start to go a different way into Wilder  
3 Street and park on Wilder Street, so it will affect flow  
4 as well as parking in the whole community.

5 Our second area of concern is this is the city  
6 doing an environmental impact report. I'm just curious  
7 why BART isn't doing their own environmental assessment  
8 of what they're proposing to do.

9 And then, also, we're concerned about the  
10 impact on Wilder Street and the community as it relates  
11 to the actual construction process. So if this does, in  
12 fact, go through how long is that construction process  
13 going to be? What's the noise impact? With all the  
14 residents in the area, what's that construction process  
15 impact?

16 So those are some of our concerns.

17 LISA GIBSON: Thank you. Any other speakers?

18 NICHOLAS DEWAR: I'm Nicholas Dewar.

19 I only have two things I want to say. First  
20 is that the study area as it's described is just simply  
21 lines going down the middle of the street; and that  
22 really worries me. I don't know if that means it's  
23 included in the study area or excluded from the study  
24 area. I'm particularly concerned about Chenery going  
25 down to Elk and Bosworth going down to Elk, just to make

1 sure they really are included in the study area and  
2 concerning the traffic in that.

3           Second thing is about bicycles. We do have  
4 some bike lanes that have just been approved that affect  
5 us locally. But I also think it's important to think of  
6 bicycling as a way of getting around the neighborhood,  
7 not just in terms of getting downtown. And I don't see  
8 any provision for that in the stuff that I read. I  
9 think that somehow we need to be considering are these  
10 streets safe and useful for local bike trips.

11           That's it for me.

12           CHANCE ELLIOTT: My name is Chance Elliott. I  
13 just want to voice my concern again about the BART  
14 project.

15           One thing I don't think has been mentioned  
16 thus far is between the two projects -- the BART project  
17 and the additional project on Diamond street -- they  
18 propose 120 units; approximately triples the number of  
19 units within that corridor area. So that's a huge  
20 increase in the number of people. And the current  
21 proposal says zero -- minimum of zero parking up to -- I  
22 don't think it gives a maximum. So that's 120  
23 additional units with no parking structures whatsoever.  
24 So 120 additional people in an area that previously  
25 supported about 60 units, all parking on the street.



1 Just seems like a pretty big concern to me. That's all.

2 PAUL SILBERSCHATZ: My name is Paul. I live  
3 on Bosworth Street.

4 And I'm also concerned about the parking. I'm  
5 a strong supporter of public transportation. And part  
6 of the reason I live in the neighborhood is the BART  
7 station. And a lot of other people in the city don't  
8 have the luxury of a BART station in their neighborhood  
9 and have to drive to get there. I'm very concerned that  
10 the scope of the area that's being looked at for this  
11 EIR doesn't include nearly a wide enough area that's  
12 impacted by the BART parking. I know that people park  
13 as far away as Congo and then walk down to the BART  
14 station. And by getting rid of -- reducing the amount  
15 of parking for BART riders, it's just going to push them  
16 even further. And certainly on Bosworth -- I'm up by  
17 Lippard -- we have tons of people who park there and use  
18 the BART station -- and certainly the side streets in  
19 the area as well. So I'd like to see that included and  
20 also understand what the impact to BART ridership  
21 through the station is by reducing the amount of  
22 parking. If we lose ridership on BART, we lose as a  
23 city, not just a neighborhood.

24 That's all I've got.

25 CAROL KOFFEL: I'm Carol Koffel. And I

1 actually own a commercial building outside the scope of  
2 this particular small exploration. I consider it a  
3 small exploration of the city itself. I understand  
4 there's a larger plan that includes rerouting bicycles.  
5 And I think it's really critical because we're talking  
6 about the future structure of this town, or this part of  
7 town. And I went to a meeting about the implementation  
8 of the market space, because I've been a building owner  
9 for nine years in this district. And I think that there  
10 was a lot of resistance initially to that unit and I  
11 still feel resistance to it. But I feel like it's  
12 really enhanced the village life in the sense of the --  
13 it's a very nice market. It is incredible to have a  
14 great resource library there. And I have seen lots of  
15 changes in town in terms of there's some nice  
16 destination restaurants and those sorts of things.

17 If we consider the transit in a larger picture  
18 of what's going on with how people are choosing to live  
19 and where they want to live. We have a good BART  
20 station. We have good bicycling. There are over a  
21 thousand people in this city bicycling to work every  
22 day. They're not going to live in those homes and then  
23 have a car. We have stations for cars to be Zipcars and  
24 all that kind of stuff. They're all over the city.

25 There's an entire population of people that

1 want to live that way; and if we don't allow it by  
2 making infrastructure changes that facilitate that  
3 lifestyle, it won't happen. So the village could become  
4 more vital as a village and a community of locals who  
5 walk, like European towns, where you get to know the  
6 people because you're walking past them, as opposed to  
7 sitting in your car and trying to get through that  
8 stoplight and stop sign.

9 So I encourage and support the community to  
10 consider a longer-range plan and not be car-centric.  
11 I'm for the authority to look at the larger picture of  
12 transit. It isn't just about parking today. Bicycles  
13 will impact the rest of the village.

14 Thank you.

15 LISA GIBSON: Thank you. More speakers?  
16 Anyone?

17 MARY MOSS: My name is Mary Moss; and I live  
18 on Congo.

19 And, actually, people are parking even up past  
20 Congo and Martha Street all the way up, because they do  
21 need to get to BART. People who don't live within  
22 walking distance like I do of BART have for 30 years  
23 paid taxes. And they have a right to be able to use the  
24 BART station; and they do need parking.

25 And as far as bicycle riders and all that,

1 that's all well and good, but it's discouraging a lot of  
2 families. Families want to stay in San Francisco. If  
3 you have children, children don't go to local schools.  
4 You need a car to transport them here, there. There's a  
5 lot of us who are seniors and we are not necessarily  
6 able to bike up those hills and down the hills. And the  
7 city shouldn't be designed just for young, single people  
8 who are between the ages of 20 and 45 or 50. Most of us  
9 have lived here a lot longer than that. And we should  
10 be able to co-exist and we shouldn't just design this  
11 area for young people who have no responsibilities other  
12 than for themselves. We do need housing that takes care  
13 of families and seniors and not just people who ride  
14 bicycles.

15 I also want to say I've lived here since '75  
16 and have seen a lot of changes. And density has just  
17 made the quality of life harder and harder to achieve.  
18 Bringing in all that housing squeezed into that little  
19 area makes the quality of living quite much different.

20 So that's all I'm going to say now. Thank  
21 you.

22 CARRIE HELSER: It's Carrie Helser; and I live  
23 on Moffitt Street.

24 I just want to counter the long view of making  
25 it more livable by catering to public transit. I

1 certainly do use public transit. I have a car. I use  
2 the car hardly ever. I use this almost all the time,  
3 but we have to accept the fact that we have freeway  
4 on-ramps and off-ramps right here next to our BART  
5 station. Not all BART stations are so close to a  
6 freeway nexus as ours is. People are going to be  
7 wanting to get on the freeway; they will want to get off  
8 the freeway. There's going to be a complete jam of  
9 people constantly passing through our neighborhood,  
10 whether we decide we want to be all bicycles and all  
11 pedestrian, all public transit neighborhood or not.  
12 They're going to be here. And if we want those people  
13 to be able to use the businesses, the neighborhood has  
14 to offer -- we have to offer them some parking.

15 We also -- I totally agree with my previous  
16 speaker here that if you live at an elevation -- you  
17 know, you buy your groceries, the bus doesn't come. You  
18 know, what are you doing to do with your groceries? So  
19 you want to bring your car down to the neighborhood to  
20 do your shopping and find a parking space somewhere. So  
21 I believe that the BART development should have a  
22 component of parking in it. There should be a parking  
23 structure on that property at the very least, because  
24 every other neighborhood around here has some public  
25 parking spaces. You go to Noe Valley, there are two

1 public parking lots that are owned by the City that are  
2 public parking. And there is at the community center  
3 there -- the church in Noe Valley has one they make  
4 available to people. You go to West Portal, they have  
5 two very good-size off-street parking spaces that are  
6 owned by the City for the use of going into the  
7 commercial area. You go to the Castro -- these are the  
8 three contiguous neighborhoods to ours -- and there are  
9 two off-street parking areas run by the City there. We  
10 don't have a single one run by the City. We can't take  
11 away the very last little bit of off-street parking that  
12 we have to accommodate transit only and densification  
13 and more densification and more densification.

14 LISA GIBSON: Other speakers?

15 MARNIE DUNSMOOR: I guess I'm middle of the  
16 road. I have a family -- a child. I love to walk all  
17 over the city. I do walk. I often park several blocks  
18 away from Glen Park and walk with my child to Canyon  
19 Market. I do see the need for parking, but I think  
20 there's a lot of lost opportunity for walkability. For  
21 instance, I actually live just on the other side of San  
22 Jose Avenue and I use the overhead walkway. On that  
23 side of San Jose Avenue there is lot of available  
24 parking, especially during the day. And the fact that  
25 the scope of the Glen Park plan is so limited and

1 doesn't consider people that would be willing to park  
2 out of the Glen Park core and then walk to BART, I think  
3 that's a lost opportunity. So several people on our  
4 side of San Jose Avenue did write in asking for them to  
5 expand the scope to perhaps increase the possible use of  
6 street parking where there is street parking five, six,  
7 seven blocks away from the Glen Park core. So that's  
8 another opportunity I hope, perhaps, that can be  
9 considered rather than thinking we're just going to  
10 solve parking by building a parking garage. Maybe we  
11 need a parking garage. I don't think that's going to  
12 solve the problem.

13 And so that's -- I think the scope of the plan  
14 needs to be increased, not just for parking but also for  
15 considering -- there's a walkway on both sides of San  
16 Jose Avenue that's falling apart; and it could actually  
17 allow people to walk all the way from Randall into Glen  
18 Park; and yet the City is just allowing it to fall to  
19 pieces. That's another lost walking opportunity.

20 It seems kind of -- to me it's like disparate  
21 from the business of live/work and walkable. The actual  
22 on-the-ground implementation right now is another world.  
23 The city is falling apart. Infrastructure and  
24 walkability is falling apart. And we're talking about a  
25 few parking garages. I think we need to really think

1 about what walkable means.

2 Thanks.

3 LISA GIBSON: Thank. You more speakers?

4 ANDREA O'LEARY. I'm Andrea O'Leary and I live  
5 up the hill. And I want to reiterate my concerns as  
6 somebody who does live up the hill.

7 And that is this is not just Glen Park you're  
8 talking about. You're talking about all of us who live  
9 up the hill who have no other place to go but up the  
10 hill or down the hill to do what we do. Either it's  
11 going someplace or shopping or whatever. And I'm sorry,  
12 but I'm not 21 anymore. And it's just not that easy  
13 getting around. I'm too busy. I've got too many places  
14 to go, got too many things to carry. And for those  
15 people who have children, it's just an impossible  
16 situation for those of us up the hill.

17 I think the scope is too small. I think it  
18 needs to go beyond it. I think you really need to take  
19 into consideration those of us who don't live right  
20 here.

21 I've just taken a look at this initial study;  
22 and I'm wondering why you're even doing an EIR at all.  
23 Everything here is not applicable. Nothing is covered.  
24 So what's the point? I really have a sense that maybe  
25 this is a done deal. I don't know. Maybe it isn't.



1 But I can't imagine how everything is not applicable.

2 I'm wondering why BART is not taking more of a  
3 leadership role in this. They seem to very quiet about  
4 this. The last meeting we asked them why housing on  
5 that lot? Are you mandated to do that? They did not  
6 answer the question. I don't think they're mandated to  
7 do housing. I think that housing is going to create a  
8 dense urban environment. It's not going to be a village  
9 anymore.

10 And I think a lot of the kind of community  
11 that you're inviting into here are not vested in the  
12 kind of village we have here. I know that might sound  
13 like a bad thing to say, but I think it's something that  
14 a community like this really has to consider.

15 Cars are not going to go away. I don't know  
16 why BART could not consider a parking element in this  
17 housing element. I'm going to keep driving. I know  
18 that all my residents -- the people who live around  
19 me -- are going to keep driving. And if I can't come  
20 down here to spend my money, I'm going to take it  
21 somewhere else. And I would really rather not.

22 Thank you.

23 LISA GIBSON: Other speakers? Okay.

24 Thank you, everybody. So thank everybody who  
25 spoke for giving your comments and remind you again that

1 you can provide your comments tonight in writing in a  
2 comment form and placing your comments in that box.  
3 Then you can also submit written comment up till July  
4 31st at 5:00 p.m. to the address that's listed on the  
5 agenda and in the notice of preparation.

6           There were several questions that were asked  
7 during the comment portion of the meeting. But let me  
8 say first, actually, I'd like to close with that, the  
9 public comment portion of the meeting. And this is not  
10 a question-and-answer session. It's not structured that  
11 way. But there were a few basic questions that I can  
12 answer for you.

13           One question was will there be minutes of this  
14 meeting? And as I indicated, we will have an official  
15 transcript of this, so they'll be even more than  
16 minutes. We will have actual verbatim what was stated.  
17 And that's a document that we will be receiving within a  
18 few weeks. I will be happy to share it with anybody  
19 who's interested. And I have my card here, so if you'd  
20 like a copy of that, please -- you have my contact  
21 information, so if you want to send me an e-mail and  
22 request that, I'll be happy to provide a copy for you of  
23 that.

24           Then there was a question -- Barry, I know you  
25 asked a question. Oh, when will be the time for

1 additional input in this process? And the process that  
2 I am facilitating in the environmental review process --  
3 and this is a process that is in accordance with the  
4 California Environmental Quality Act; and it  
5 specifically is focused on environmental impacts. So  
6 the next opportunity for comment will be on the initial  
7 study that we'll publish and then later on the draft EIR  
8 that will follow.

9           The draft EIR -- there will be a public  
10 hearing before the Planning Commission at that point and  
11 will be similar in structure, where there will be  
12 comments -- oral comments -- and a court reporter there  
13 to take those comments down. And then there will be an  
14 EIR certification meeting before the Planning Commission  
15 after we complete the final environmental review  
16 document. So those are the junctures for public input  
17 during this process. And all the documents, by the way,  
18 we'll accept comments.

19           BARRY KRASNER: What they really meant by that  
20 was not just the EIR but the project itself?

21           LISA GIBSON: So what you're interested to  
22 know is what are the other meetings and processes that  
23 are going to be followed for the community plan process,  
24 which is separate from the EIR review process. And so I  
25 will hold that question for John at the end here, if you

1 would be willing to respond to that.

2 Then are there any other points? Because we  
3 have a little bit of time, I'll entertain a few  
4 questions that are basic in nature.

5 UNIDENTIFIED SPEAKER: This is a process  
6 question. You talked about receiving input but not  
7 giving feedback to the input, that you will have a  
8 report. Isn't there a way that you can load that up to  
9 one of your government sites so we can download it  
10 instead of having to reach out to you and having to send  
11 you an e-mail and then you mail it? Isn't there a way  
12 that you can put some of the stuff online?

13 LISA GIBSON: Sure. I'd be happy to do that.  
14 That's a good suggestion. And we can provide that. I  
15 can't see any reason why we couldn't that, so I will  
16 make a note of that. I can't think of any legal reason  
17 why we wouldn't be able to do that. It is a public  
18 record document. That's a good suggestion. We have a  
19 Web page on the Planning Department Website that's  
20 dedicated to this project. We can provide that.

21 Okay. Next question.

22 UNIDENTIFIED SPEAKER: I have a process  
23 question.

24 You were saying that alternatives to the  
25 community plan could be considered in the EIR. And,

1 specifically, the community plan doesn't actually  
2 mention building a vertical parking structure. Is that  
3 something that's going to be -- you know, it was  
4 mentioned numerous times by comments here. Is that  
5 something that's actually going to be addressed in the  
6 EIR?

7 LISA GIBSON: That's a good question. We  
8 don't yet. Basically, I can tell you at this stage we  
9 have a project description, as stated in the notice of  
10 preparation; and it provides a general -- for the  
11 purpose of environmental review, we kind of provided a  
12 general framework or conceptual plan for what might be  
13 the maximum development that we can anticipate that  
14 could occur within the plan area and on the specific  
15 development sites that are within the plan area.

16 We don't have any specific development  
17 proposals before us. But we want to ensure that, as we  
18 are conducting environmental review for the plan which  
19 has been ready for review for sometime, that we take  
20 into account any potential development that might occur  
21 within the plan area so that we can ensure we're taking  
22 into account the full range of environmental effects.  
23 So we're kind of having a holistic view.

24 In terms of alternatives beyond what we will  
25 further develop for environmental review, we're going to

1 be focusing those alternatives primarily on alternatives  
2 that would avoid or reduce any significant environmental  
3 effects of the project.

4 We're also going to be receiving input from  
5 the public on alternatives. So we are open to  
6 suggestions about what those alternatives should be.  
7 And we may take into account alternatives that don't  
8 really specifically respond to our CEQA requirements and  
9 maybe are responding to suggestions from the community  
10 just in general in terms of what might be a good design.  
11 So if we can accomplish both those things, we'll do  
12 that.

13 I hope that answers your question. Sort of?  
14 Okay. So I don't know. We have not developed  
15 alternatives yet, so I cannot say whether this  
16 alternative that you just suggested is one that would be  
17 considered. I recommend that you put that  
18 recommendation in writing and give us as much  
19 information about it.

20 UNIDENTIFIED SPEAKER: It may or may not be my  
21 recommendation. I'm just asking because it's mentioned  
22 here. It's more of a process question.

23 UNIDENTIFIED SPEAKER: So following up on his  
24 question, if, in fact, you don't put the parking garage  
25 as an alternative and you do your EIR -- your study, it

1 then comes down to the fact that --

2 LISA GIBSON: I'm sorry. I'm distracted while  
3 the phone is ringing. It's just so echo-y in here, it's  
4 kind of hard to hear. I apologize for the acoustics in  
5 here. Please continue.

6 UNIDENTIFIED SPEAKER: So if, in fact, you did  
7 not include a parking garage as an alternative, you went  
8 through the EIR process. And then after that process  
9 then people said, Yeah, we really want a parking garage,  
10 we don't want all that housing, would you have to then  
11 go back? I mean it would be substantial, I assume, with  
12 this kind of project. So would you have to do redo an  
13 EIR again?

14 LISA GIBSON: The question was, if we prepare  
15 an EIR and it has certain set of alternatives in it and  
16 later a different project with something different than  
17 what we considered is proposed or considered for  
18 approval, let's say, would we have to go back and  
19 revisit the EIR?

20 And the answer is that we would need -- the  
21 purpose of the EIR is to identify the environmental  
22 effects of the project as we define it, as we know it,  
23 and also to look at a reasonable range of alternatives.  
24 And we hope that we're going to be looking --  
25 considering alternatives that would -- that might likely

1 be implemented. We will be looking at the -- assuming  
2 that there will be some parking provided. So there --  
3 to clarify, we will be considering either as part of the  
4 project or otherwise that there will be parking provided  
5 as well as what if there isn't parking. So we are going  
6 to look at that range. And the hope is that then  
7 whatever is defined as the project down the road,  
8 whatever proposals come forth for the BART site or the  
9 northwest parcels of Bosworth and Diamond, that we have  
10 provided environmental coverage for those.

11 UNIDENTIFIED SPEAKER: Just a quick question.  
12 It sounds like in the plan you guys are going to review  
13 and not actually going to concentrate on the residential  
14 [inaudible] of the project the impact of having  
15 [inaudible] without the parking as well as looking at  
16 building housing units with parking. When you say  
17 parking, do you mean parking for those units or, in  
18 addition, parking -- community -- public parking?

19 LISA GIBSON: Good question. I wasn't  
20 speaking with regard to one or the other. My assumption  
21 was that we were looking at parking provided for those  
22 uses -- not what we heard tonight, some people  
23 suggesting a community public parking lot of some sort.  
24 But we're hearing those comments tonight; and we will be  
25 taking them into account as we frame the alternatives





1 draft environmental impact report. It's a rundown of  
2 the kinds of environmental issues that we look at for  
3 any project; and the checklist includes a column that  
4 one could respond to the question by saying "no impact"  
5 or "not applicable." "Not applicable" means there's a  
6 question with the project impact -- you know --  
7 pristine, agricultural land -- you know -- something  
8 like that. We could answer "not applicable" for a  
9 project where the existing site is completely  
10 undeveloped with a building. So that's what "not  
11 applicable" means there. With their -- we are going  
12 to -- the other responses are "no impact" or "less than  
13 significant impact" or "significant impact." So we will  
14 evaluate as appropriate.

15 This is turning into a tutorial even more than  
16 I gave in my presentation. And I see it might be  
17 confusing people. So I'll be happy to stick around and  
18 explain that to you in further detail, because I can  
19 tell that I didn't answer your question.

20 Next question. This is the final question  
21 before we wrap up.

22 UNIDENTIFIED SPEAKER: I have a question.  
23 Part of the plan includes daylighting Islais Creek. But  
24 did anybody ever stop and think what would happen if you  
25 have an El Niño-type winter, where there's torrential

1 rain and creek overflows and we have water ending up in  
2 people's basements and flooding people's garages and  
3 causing a lot of other problems? Has anybody ever  
4 thought about that aspect of that plan? Cause that's  
5 something to think about. Cause look what happens in  
6 places like the Russian River or those areas and the  
7 Napa River, just to name a few situations, when those  
8 rivers overflow. Say the same thing in Islais Creek, if  
9 they open it up and there's an El Niño year and water  
10 rises and might end up in people's garages and cause all  
11 kinds of problems.

12 LISA GIBSON: Well, this is a point that you  
13 raised that is addressing an environmental impact  
14 regarding the creek. And I encourage you to please  
15 submit that comment in writing since we're past the  
16 official comment period in this meeting. But it's an  
17 issue that is relevant for the environmental review  
18 process. Thank you for raising it.

19 UNIDENTIFIED SPEAKER: It's something to  
20 seriously take into consideration, because it can happen  
21 when you have an El Niño year and torrential rain, where  
22 water flows right down streets, like out here on Elk  
23 Street when we have water, like just a river coming down  
24 from Diamond Heights and coming down from Bosworth.

25 LISA GIBSON: We will be looking at hydraulic

1 impact as part of the EIR.

2 So thank you, everybody, for coming.

3 JOHN SWAE: I just wanted to respond to Barry.  
4 We have a series of scheduled meetings planned. It  
5 seems to me that the next step would be to talk about  
6 the land-use issues and the development issues downtown.  
7 [inaudible] That will probably be the next meeting,  
8 maybe later that fall. Of course, we're always  
9 available if you have comments or want to talk about  
10 things before that. Just contact us. We're available  
11 to come out for meetings. If the neighborhood  
12 association is having a meeting, we're happy to come out  
13 to those as well.

14 BARRY KRASNER: Do you think that will be  
15 September?

16 JOHN SWAE: The transportation one looks like  
17 possibly September and then the land-use a few months  
18 later than that. [inaudible]

19 LISA GIBSON: Thank you, everybody.

20 I just to say one quick note. I will be on  
21 vacation for the next three weeks, but Chelsea Fordham  
22 will be available in my absence to handle questions in  
23 the interim. And when I return, I'll be looking at all  
24 the comments.

25 Thanks, everyone. That will end the public

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meeting.

[The meeting ended at 7:41 p.m.]

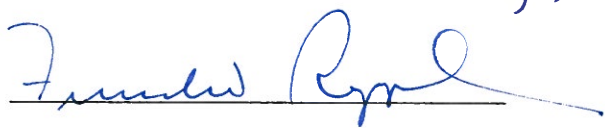
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IN WITNESS WHEREOF I have hereunto set my hand on this 31<sup>st</sup> of July, 2009.



FREDDIE REPPOND