
From: Aaron Goodman <amgodman@yahoo.com>
Sent: Sunday, October 28, 2018 7:37 PM
To: Poling, Jeanie (CPC)
Cc: Board of Supervisors, (BOS)
Subject: Balboa Reservoir 2018-007883ENV - Oct 30th 6-8pm Meeting - Comments

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Jeanie Poling EIR Coordinator
SF Planning Dept. 1650 Mission St. Suite 400
SF, CA 94103

Email: Jeanie.Poling@sfgov.org

RE: Balboa Reservoir 2018-007883ENV

I am unable to attend the Oct. 30th 6-8pm EIR hearing but would like to submit the following comments as an individual on the proposal.

My concerns stem from my involvement in transit connectivity and the increased congestion along Ocean Ave. between the Mission and West side neighborhoods. This is worsening and the main concern I have is how much additional traffic impact will occur with the Balboa Reservoir Project and future CCSF proposal. In similar concern raised to the SFSU-CSU/Parkmerced/Stonestown cumulative impacts, D7/D10/D11 will all face seriously increased traffic and congestion and roadways and freeway off/on ramps in the area already back up significantly during morning and evening commutes.

The speeds and concerns for not being able to get across the city on the 49 bus and other muni systems is critical and at a breaking point. This requires *INVENTIVE* solutions on EIR's that look at alternatives that include joint-co-development of transit and infrastructure changes that solve for the common development needs.

In this vein I hope you will consider an alternative on the Balboa Reservoir Project that directly links to the northern side entry of the Balboa Park Station via a pedestrian/bike/autonomous electric shuttle system that can link people directly along the south side of CCSF across their site, and over the freeway to the tony-sacco way, and provide and produce a co-developed alternative shared in concept with the CCSF masterplanners to shift the parking needs of CCSF to the eastern side of the site, with a direct off-ramp from the freeway into the garage, with housing and new buildings above. The upper plinth level could have sunken courtyards and towers for housing adjacent to the freeway, providing CCSF new housing options on site, and parking adjacent and near to the Balboa Park Station, while also providing a "through-way" across the campus using the topographical change to bring people down to the BART/MUNI station.

It is critical to look at the Balboa Park station as an intermodal site, able to provide transferability between lines.

The J-M-K-T(future) lines could link directly above or under the Balboa Park Station and create a real "relay" station to allow flexibility in the muni lines.

By providing an autonomous shuttle small micro-bus or trolley system on an elevated tram which can be coupled or direct short-linked with bike and pedestrian green-way elevated route improvements CCSF and the Balboa Reservoir can directly improve each others real estate, with the linking mono-rail or bus system and quickly ferry people to the bart station and other linking train systems.

Its a solution worth including as an option or "buy-in" from the Balboa Reservoir project, and although "outside" the boundaries of the site, should be included due to the obvious benefit to both developments in a centralized transportation improvement that keeps people out of cars and onto mass transit.

Ignoring the domino effects of side development and future projects, there will be more congestion not less on ocean ave, and aready it is at a critical mass point.

Thank you for considering this as a transit alternative to solve for the future growth impacts of the Balboa Reservoir Site.

Sincerely

Aaron Goodman D11
amgodman@yahoo.com

(*Note: for open-transparency and sunshine, I am a member of SFT SFTomorrow.org, the TAO_SF group (save-muni) and current Chair of the Balboa Park Station CAC, ***however am submitting these comments as an individual***, concerned with the impacts of these developments and lacking infrastructure projects to support the growth created by them.)