
From: Aaron Goodman <amgodman@yahoo.com>
Sent: Wednesday, May 16, 2018 4:04 PM
To: balboareservoir@gmail.com; Shaw, Jeremy (CPC)
Subject: Balboa Reservoir Walk - Thursday May 17, 2018

Balboa Reservoir Team

Sorry I cannot attend due to prior commitment, but as it does discuss the connection the to Balboa Park Station and the importance of looking at the public infrastructure along Ocean Ave, I hope you will look at the following points as part of the issues and vision of the connection of the Balboa Reservoir down to the Balboa Park Station entry.

a) what is critical to look at and observe is the topography and use of the grade-change from Phelan and Unity Plaza down to the BART station.

b) the street-elevation along Ocean along that route. is a ditch with little improved areas, that could be a much more enlivening space with either a building built into or along the initial block, down towards the Howth entry and a building that opposes the wellness center, on the grass space, that actually links and connects to a new parking garage, provides new facilities offices, and looks at a transformation along the eastern edge in phases to improve parking and walkability to and from the CCSF and Balboa Reservoir projects.

c) the opportunity to remove the existing (non-sufficient safety wise and visual longevity wise) bridge crossing and implement a new design (safer/elevator) or more gradual sloped ramp on the north side of ocean. Separating pedestrian and vehicular traffic via a high-line concept. I have sketched prior the existing end that is on the Ocean Geneva side, and it should be noted that with a future T-Line extension and route up Geneva this may develop into a tunnel below grade entry along Geneva and towards the K-Line for interconnection between the K-T-M-J lines. Thought should be included to discuss a terminus at the Ocean Ave Geneva intersection as this was upzoned and may change over time with new density.

d) the crossing of the freeway and the disconnect between the future CCSF/Balboa Reservoir, to the Mission, Balboa Park, Ingleside Police Station, and Balboa Park Station entry on the north side via the Tony Sacco Way entry.

e) the possible future use of the eastern and SE corner of city-college CCSF for access to an east-side parking garage from the off-ramp, lessening traffic onto ocean and providing ADA/ and connection to the high-line and links to the other adjacent amenities in the locale.

f) the use of the air-rights and above street space to route a "high-line" connection lineal parkway and walkable space, inclusive of park-commons, benches, kiosks, fitness or lineal play zones and a simple structural element that holds it up and allows connection to buildings. (See Park De-LaVillete by Bernard Tschumi, or the NYC Highline for ideas on public space and improvements)

Hope this helps in the infrastructure and connection ideas to link the station with the Mission and Excelsior and improve the overall walking and biking of these zones.

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