

To Seung Yen, Allison, Sue – this is an attempt to summarize our main expectations and aspirations for an alternative (or multiple) scenario(s) for the reservoir. Please just dump all of your thoughts in, then we can discuss what would be “required,” aspirational, etc. Let’s stick to our design intent for now, we can worry about how to get there later. Feel free to track changes on my starter text.

GOALS/GOALS AND/OR REQUIREMENTS OF AN ALTERNATIVE OR VARIANT

- OPEN SPACE (requirements)
 - o Demonstrate how spaces will be better activated
 - o reduce the space on Brighton greenway in northern half of site
 - either expand building envelope and provide POPOS, or part of it becomes a one-way street
 - Rearrange OS to concentrate near Ocean or Phelan / or bigger central OS
 - Propose an alternative to address this concern
 - o incorporate POPOS as part of open space count
 - consider how much of the current private OS can become POPOS, how to redesign them to be open to the public, south-facing, and not hidden or nested facing south preferred. PoPos should not be nested within the inner courtyard
 - o PUC area – ensure that illustration shows compliance with SFPUC vegetation/pipeline policy

- BUILT FORM/BUILDINGS (goal)
 - o If you have an Alternative alternative with 75’ buildings or portions thereof, if it identify the provides a benefit or tradeoff that aligns with project goals

- STREETS/TRANSPORTATION (requirements)
 - o Additional E-W access to site
 - Design a variant or alternative which considers that transportation impacts will require secondary access from Phelan Ave and Ocean Avenue
 - o Fire Access
 - It is likely that some of the pedestrian only streets need to allow fire access; SFFD might request for 20ft or 26ft clear width and also likely a through street
 - If SFFD requests 26ft clear width and a long access road, incorporate it rather see a one-way shared street along Brighton Greenway, than an empty hardscaped “plaza”/linear “open space”. Especially if drivers are entering

directly into the parking garage from the perimeter route, the Brighton Greenway is at greater risk of being under-utilized without active parking and loading. Their comment about vehicle circulation in the parking garage made me think that under the worst case scenario, a lot of residents might directly go into the garage and not even bother to walk along the surface area.

o Loading [not critical to determine at this point, but something to think about as part of analysis/detailed design]

— Assess the need for on-street loading (Ubersharing and deliveries or FedEx type), identify loading zones and propose and think about optimal routes for them in terms of vehicle access points from major streets.

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Comment [JS1]: Agreed. major concern.