ENHANCE THE PUBLIC REALM
Parks and streets have always been some of the most important places in our cities. Public spaces are where we come together, meet, socialize, celebrate, relax, and collaborate. Our streets and sidewalks are the public spaces that belong to us all and make up the floor of our city -- shouldn’t we demand more from them? Could these spaces be performative landscapes that fulfill a variety of ecological and social needs beyond simply serving as routes for traffic circulation?

EMBRACE NATURAL SYSTEMS
Reconnecting with nature is essential to our happiness and experiences as human beings, but these experiences with the natural world can be difficult in the heart of our urban little 7mile x 7mile postage stamp of San Francisco. By expressing the ecology that helps our city function we are able to surround ourselves with more green space, and create more opportunities to connect with nature.

KEEP THE LOCAL LANE LOCAL
The local lanes of Octavia Boulevard are meant to be extensions of the pedestrian realm, with slow moving vehicles for local access only. Yet currently, the lanes are used as a cut-through and pedestrian comfort is limited. To safeguard against unnecessary traffic while supporting new development, the local lanes should prioritize local circulation and slow speeds.
**SHARED SPACE**

**DESIGN NARRATIVE**

The Shared Space concept maximizes pedestrian space through the implementation of expanded sidewalk zones and increased flexibility of use through integrated design. In this scheme, the northern half of the block would incorporate options for temporary road closure barriers the flex zone could at times become a widened social space that is literally an extension of the adjacent Patricia’s Green park. Permeable paving textures and a curbless road profile, along with additional public realm enhancements, serve to create an exciting new shared streetscape for all to enjoy.

**PERMEABLE PAVING**

Raingarden border presents an opportunity for informal seating.

**REMOVABLE BOLLARDS**

Street closures along local roadways could be made possible through the implementation of removable bollards or other temporary closure barrier elements.

**CURBLESS**

A curbless shared space takes the roadway priority from the vehicle and incorporates more pedestrian use.

**TEXTURE**

Incorporate a variety of textures on the permeable ground plane to create a pedestrian-scale experience.

**OPEN STREETS**

Streets are public spaces that could be used for more than just vehicular transportation networks. Temporary street closures allow for park programming to continue beyond the park boundaries of Patricia’s Green.

**SHARED SPACE**

Pervious paving and curbless condition between the street and roadway encourage rainwater infiltration on the site.

**EXISTING PLANTED MEDIAN INFILTRATION ZONE**

Existing planted median infiltration zone.
**DESIGN NARRATIVE**

The Linear Green concept utilizes bulbouts along the Octavia local road to create a series of raingardens and bioswales which act as planted buffers from vehicular traffic. The street profile design pushes water to the east curblines and curb cutouts along this stretch allow water to enter the planted areas from the roadway. Through this process we are able embrace natural systems that will transform rainwater runoff into infiltration opportunities that reduce demand on existing storm sewer infrastructure while simultaneously creating a more local feel to the Octavia Boulevard streetscape.
The Performative Prototype concept takes a non-traditional approach to the theme of "extending the park." Some of the most successful elements of the park are the social elements, seating elements, and temporary art installation elements. This scheme expands upon the success of the Proxy site adjacent to Patricia’s Green by introducing playful seating and opportunities for temporary urban prototyping and urban play along an elevated plaza space that is flush with the streetscape. Imagine urban play elements such as ping pong tables or kinetic paving activating this space above an underground cistern for rainwater storage. This new social space would enhance the public realm and extend park-like elements down Octavia Boulevard.

**CURB LES**
Raising the driving surface near activated alleyways allows for a shared space

**PERMEABLE PAVING**
Decorative permeable paving would demarcate the zone where water infiltrates into an underground cistern

**PERMEABLE ROADWAY**
A permeable road profile would reduce the demands on existing storm sewer infrastructure and allow water to infiltrate

**ART NOT BOLLARDS**
Sculptural elements double as informal seating and take the place of traditional bollards where the pedestrian sidewalk and roadway are at the same level

**PLAYFUL SEATING**
Contemporary design and informal seating elements [in lieu of bollards] expand the pedestrian realm into a social space that extends down the alley.

**URBAN PROTOTYPING**
Temporary installations provide an opportunity to activate the expanded social realm

**PERFORMATIVE PROTOTYPE**
Sculptural elements double as informal seating and take the place of traditional bollards where the pedestrian sidewalk and roadway are at the same level