



Jill Manton
Director of Public Art Trust and Special Initiatives
San Francisco Arts Commission – Civic Design Review
25 Van Ness Ave, Suite 345
San Francisco CA 94102

November 9, 2015

**Oak Plaza
Request for Review Form - Attachment A**

Design Concept:

Build Inc., the project sponsor, Build Public, a local non-profit, Snohetta, an international urban design firm, have collaborated to develop a proposal to convert approximately 16,000 sf of the Oak Street public Right-of-Way (ROW) between Franklin Street and Van Ness Avenue into a new public pedestrian plaza.

Oak Street currently runs one way, east to west, between Van Ness Avenue and Franklin Street. The proposed right-of-way improvement area includes the Oak Street right-of-way (including roadway and sidewalks) from Franklin Street to Van Ness Avenue. The portion of the Oak Street right-of-way within the right-of-way improvement area component of the project site measures about 69 feet wide north to south, from the opposing lot line along the north side of Oak Street to the north lot line of the building site. The segment of the Oak Street right-of-way within the right-of-way improvement area component of the project site measures about 409 feet long east to west, from the west curb line along Van Ness Avenue to the east curb line along Franklin Avenue.

Proposed Oak Plaza and Wind Canopies

The easternmost end of the Oak Street right-of-way would be converted to a 14-foot-wide shared auto-pedestrian “shared public way” across an approximately 16,000-sq.-ft. public pedestrian plaza (Oak Plaza) extending westward from the Van Ness Avenue curb line by about 200 feet. The shared public way across the proposed Oak Plaza would be raised 2 inches above street level, while the pedestrian-only portion of the plaza would be raised another 4 inches from the shared public way, distinguished by a 4-inch curb. The shared public way would include a slight jog south approximately 125 feet from the Van Ness Avenue curb line and would expand to a 19-foot-wide shared way before straightening back out approximately 150 feet from the Van Ness Avenue curb line and revert back to a 14-foot-wide shared way. The transition area from the shared public way to the Van Ness Avenue roadway to the east would

include a raised crosswalk that would ramp up 6 inches from the Van Ness Avenue roadway to create a flush condition with the pedestrian-only portion of the plaza and ramp down 4 inches to the shared public way. The transition area from the shared public way to the Oak Street roadway to the west would include a 2-inch-tall rolled curb ramp at the western edge of the shared public way. Both the pedestrian-only portion and the shared public way portion of the plaza would be distinguished from the automobile-only Oak Street roadway to the west by a distinctive paving pattern. Pedestrian crosswalks would be located on both ends of the shared street. The shared public way in the public plaza would maintain a 14-foot-wide fire lane and 6 feet of additional clearance for emergency access to and from Van Ness Avenue. The northern pedestrian-only segment of the proposed Oak Plaza would also include micro retail kiosks lining the existing 25 Van Ness building.

The proposed Oak Plaza would include wind screen canopy features that would buffer ground-level wind speeds that are intended to protect public areas from existing hazardous wind conditions to which the proposed new building would contribute. The canopies would be freestanding trellis-like structures with cantilevered segments, supported by vertical columns. The grouping of canopies would measure approximately 120 feet long from east to west and 75 feet from north to south, and would be up to approximately 28 feet high. The grouping of canopies would wrap around the proposed project on the north and east sides with the intention to minimize the area covered by canopies while still providing the necessary protection from hazardous wind conditions. None of the proposed vertical column supports would be in the 20-foot-wide emergency access zone or the reconfigured Oak Street roadway.

Proposed Oak Street Linear Park

The westernmost end of the northern sidewalk on Oak Street would be widened and converted to a proposed linear park extending eastward from the Franklin Street curb line by about 170 feet. The proposed linear park would be divided into two segments: a landscaped bulb out at the western end of Oak Street and a mid-block linear park. The landscaped bulb out at the western end of Oak Street would extend eastward from the Franklin Street curb line by about 43 feet and extend southward from the northern property line by about 31 feet. It would measure approximately 24 feet long from east to west and approximately 23 feet from north to south. The mid-block portion of the linear park would measure approximately 105 feet long from east to west and approximately 15 feet from north to south. Both segments of the proposed linear park would be separated by a proposed 20-foot-wide curb cut fronting the 110 Franklin Street property. The proposed linear park would maintain an 8-foot-wide sidewalk in both segments.

Community Outreach:

Build Public is publicizing the Conceptual Design Review Presentation on November 9, 2015 in the Market Octavia community through various neighborhood associations, including the Hayes



Valley Neighborhood Association, as well as an internal email list generated from previous community outreach.