WELCOME!

FIND OUT WHAT’S COMING TO YOUR NEIGHBORHOOD!
NEWER, FASTER TRANSIT! FOUR NEW PARKS!
BETTER, SAFER BIKE NETWORK! MAGNIFICENT NEW SKYLINE!

HELP US SHAPE THE FUTURE OF THIS NEIGHBORHOOD!
ACTIVATE PUBLIC SPACE! ENHANCE LOCAL RETAIL!
IMPROVE NEIGHBORHOOD EXPERIENCE!

www.sf-planning.org/southdowntown
The South Downtown Design + Activation Plan will provide a framework for designing, implementing, and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. The plan area covers a quadrant of roughly 30 blocks of the city bounded by Market Street, The Embarcadero, Bryant Street and 2nd Street. The planning process is a collaborative effort between the City and The East Cut Community Benefit District and will result in a comprehensive vision for the design and activation of streets and open spaces throughout the South Downtown.

**Plan Goals**

**Station 1: Enhance and Implement**
This plan will build upon past plans and recent projects that have helped to shape this neighborhood throughout the years. Synthesizing those efforts and building on the successes of the past will allow us to create more complementary designs across planning areas and create stronger connections both within and beyond the district.

**Station 2: Enhance the Built Environment**
The South Downtown Design + Activation Plan emphasizes the need to enhance the built environment of the South Downtown area. Enhancing the built environment means thinking strategically about how we can activate our ground floors and create more vibrant public pedestrian environments. It means improving open and connecting new open spaces for residents and visitors and being intentional about how our public spaces are used.

**Station 3: Elevate the Experience**
Think about your favorite streets and public spaces. Why do you love them? The answer to this question involves multiple elements that work together to create a positive sensory and emotional experience. Our experience of streets and public spaces is rooted in a sense of place and identity. It is enhanced by coherence and high-quality design, as well as some degree of activation, which provides us with opportunities to people watch or engage with others as we socialize, observe, learn or play.

**Station 4: Prioritize Safety and Mobility**
The future of the South Downtown is a truly multi-modal district with high efficiency transit, a better bike and walking network with 21st century design, and a vibrant public realm.

**D A S T R I C T I N T R A N S I T I O N**

Fifteen years ago, much of the South Downtown was characterized by surface parking lots and light industrial land uses. Today, the district is experiencing a wave of development by public and private sector actors. The construction of the Transbay Transit Center will greatly improve access to the district, especially from the East Cut, while a wave of new mixed-use and commercial high-rises across 2nd and last county will, in addition to permanently altering the City’s skyline, dramatically increase the number of people living, working and visiting the area. Planned active and recently completed projects include:

- New World Class Transit Center
- Over new 20 Commercial and Residential Buildings
- 4 New Public Open Spaces
- 3 Major Streetscape Projects

**Implementing the Neighborhood Vision**

The past several years have seen the completion of many major planning projects including the Rincon Hill Plan, the Transbay Terminal Plan, and the Rincon Hill Streetscape Plan. Developed with community input and participation, these plans have helped to define a vision for the South Downtown area. With this vision, the next step is to shift from planning to implementation mode and with that shift comes the need to update, fine tune and refine the concepts that have been developed -- incorporating new innovations in street design, technology, and neighborhood change. The South Downtown Design + Activation Plan is the vehicle for updating and refining the past work so we can look more holistically at how we make that transition from plans on paper to a living vibrant community.

**Creating a Neighborhood Culture**

Neighborhood is more than the physical structures and buildings that comprise it. It is fundamentally about the people who live and work there. Once a sleepy warehouse district, the south downtown area has seen a large influx in development in recent years and with it has come an influx of new residents, employees, visitors, and a renewed interest in the neighborhood’s future. With these changes comes the opportunity to strengthen and define a neighborhood identity, foster and grow institutions, and identify ways to revitalize south downtown. The creation of The East Cut Community Benefit District (ECD) was a crucial first step in building these relationships and sense of community. In order to further shared goals, the ECD and the City are partnering on the South Downtown Design + Activation Plan to ensure that neighborhood values and needs are reflected in the planning process.
**PROJECT TIMELINE**

- **SUMMER 2017**
  - **COMMUNITY WORKSHOP 1** – Project Kick-Off
    FOCUS: Project Overview, History, Future Projects, Goals and Objectives

- **WINTER 2018**
  - **COMMUNITY WORKSHOP 2** – Activation & Open Space
    FOCUS: Open Space Framework, Key Open Spaces Overview, Activation Strategy & Framework

- **SPRING 2018**
  - **COMMUNITY WORKSHOP 3** – Pop-Up Party in Spear Street
    FOCUS: Activation of Spear Street & Permanent Installations, Other Programming

- **SPRING 2018**
  - **COMMUNITY WORKSHOP 4** – Transportation 2 & Details
    FOCUS: Systems Overview, Project Prioritization, Details (Materials, Furniture, Greening)

- **ONGOING**
  - **TAILORED OUTREACH**
    Small outreach events to businesses/residents, community groups to discuss the project.

**WANT TO GET INVOLVED?**

- **TODAY!**
  - **COMMUNITY WORKSHOP 1** – PROJECT KICK-OFF
    FOCUS: Project Overview, History, Future Projects, Goals and Objectives

- **FALL 2017**
  - **COMMUNITY WORKSHOP 2** – ACTIVATION & OPEN SPACE
    FOCUS: Open Space Framework, Key Open Spaces Overview, Activation Strategy & Framework

- **SPRING 2018**
  - **COMMUNITY WORKSHOP 3** – POP-UP PARTY IN SPEAR STREET
    FOCUS: Activation of Spear Street & Permanent Installations, Other Programming

- **SPRING 2018**
  - **COMMUNITY WORKSHOP 4** – TRANSPORTATION 2 & DETAILS
    FOCUS: Systems Overview, Project Prioritization, Details (Materials, Furniture, Greening)

**WE’LL BE LOOKING FOR INPUT ON:**

- Prioritizing streetscape projects for near and long-term implementation
- Defining street furniture, paving and landscaping pallets
- Developing programming strategies for open spaces
- Developing strategies for enhancing retail and activating building frontages
- Seeking opportunities to establish new public open spaces within the public ROW (e.g. Spear Street)
- Designing and implementing modern bike facilities within the South Downtown
- Developing strategies for managing on-street vehicular loading (passenger and goods)
- Reestablishing transit service in Rincon Hill

**VISIT OUR WEBSITE FOR UPDATES**

www.sf-planning.org/southdowntown
REFINE & IMPLEMENT

This plan will build on previous planning efforts that have helped to shape the South Downtown throughout the years. Synchronizing these efforts and building on the successes of the past will allow us to create more complementary designs across planning areas and create stronger connections both within and beyond the district.

The many active and recently completed development projects that define South Downtown today reflect the legacy of over 15 years of City planning in the area. Previous planning efforts covered distinct (albeit at times overlapping) geographies and were led by several city agencies. For example, the Rincon Hill Area Plan effort, which was led by the Planning Department, covers a geography south of Folsom street; whereas the Transbay Zones 1 and 2 which were planned at roughly the same time and was led by the Office of Community Investment and Infrastructure predominantly fall north of Folsom Street.

Despite the differences, the City has maintained a consistent policy of treating the South Sowntown as a unified cohesive place both during the planning process and during subsequent implementation efforts. For example, designs for north/south streets that span both Rincon and Transbay areas are designed with cohesive curb geometries, paving materials and furnishing pallettes both north and south of Folsom Street.

PLANNING TIMELINE

The Plan will implement designs that were conceptualized previous planning initiatives.

2004 TJPA FEIS/EIR
2005 RINCON HILL PLAN
2005 TRANSBAY REDEVELOPMENT PLAN
2006 TRANSBAY REDEVELOPMENT STREETSCAPE OPEN SPACE CONCEPT PLAN
2006 SFMTA BOARD APPROVES RINCON CIRCULATION & SIDEWALK CHANGES
2012 TRANSIT CENTER DISTRICT PLAN
2015 RINCON HILL STREETSCAPE PLAN ADOPTED BY PLANNING COMMISSION & BOARD OF SUPERVISORS
2016 EAST CUT CBD ESTABLISHED
2017 SOUTH DOWNTOWN DESIGN AND ACTIVATION PLAN BEGINS
ENHANCE THE BUILT ENVIRONMENT

The South Downtown Design + Activation Plan emphasizes the need to enhance the built environment. Enhancing the built environment means thinking strategically about how we can activate our ground floors and create more vibrant pedestrian environments. It means improving upon and creating new open spaces for residents and visitors and being intentional about how our public spaces are used.

WHAT’S COMING TO MY NEIGHBORHOOD?

San Francisco’s entire southeast sector will see 75% of the growth that the city expects over the next 30 years with approximately 75,000 housing units and 150,000 jobs. The South Downtown is experiencing this wave of development by public and private sector actors. The construction of the Transbay Transit Center will greatly improve access to Downtown, especially from the East Bay, while a wave of new residential and commercial high-rises will, in addition to permanently altering the City’s skyline, dramatically increase the number of people living, working and visiting the area. In addition to 20+ new buildings, the South Downtown will see newer, faster transit; four new parks; and a better, safer bike network over the next 5-10 years.
PARKS, OPEN SPACES & BUILDINGS IN THE PIPELINE

City Park
DESIGNER: Peter Walker Partnership
ESTIMATED COMPLETION DATE: Late 2017
The Transit Center will feature “City Park,” a public 5.4-acre rooftop park. The 1,400 foot long elevated park will feature a wide range of activities and amenities, including children’s play space, as well as a restaurant and cafe.

Mission Square
DESIGNER: SWA Group, Mark Cavagnero Associates
ESTIMATED COMPLETION DATE: Late 2017
Due to its location directly adjacent to the Transbay Transit Center and Salesforce Tower, Mission Square will be one of the most-used public outdoor spaces in downtown San Francisco. Pedestrian traffic through the Square is expected to be extremely high with nearly 100,000 daily users expected at the Transit Center, as well as approximately 12,000 people working in the office buildings immediately adjacent to the site. The design features custom designed in-ground LED light fixtures will engage visitors and provide a unique, inviting nighttime experience.
GUY PLACE PARK
IMPLEMENTING AGENCY: SF Rec Park
DESIGNER: San Francisco Public Works
ESTIMATED COMPLETION DATE: Late 2018 – Early 2019
The long-anticipated Guy Place Mini Park is on the move. The project is fully designed and funded. The park design uses understory plantings and seating to divide the space into three tranquil “rooms”. The design features birch trees that will provide dappled light in the space, seasonal vine columns, granite paving, benches, sidewalk, perimeter fence, and an ornamental metal entry gate. Construction documents will be advertised for bids in Summer 2017 and the park is expected to open to the public in late 2018 or early 2019.

UNDER RAMP PARK
IMPLEMENTING AGENCY: Office of Community Investment and Infrastructure
DESIGNER: CMG Landscape Architecture
ESTIMATED COMPLETION DATE: 2020
Under Ramp Park will be a new neighborhood park within the Transbay Redevelopment Area. Spanning Harrison to Howard Streets, the park is comprised of five distinct spaces separated by Folsom, Clementina, and Tehama Streets. The park is located below the existing Interstate 80 Fremont exit ramp and the future Transit Center bus ramp with approximately 25% of the site open to the sky. This affords unique opportunities and constraints for the park design.

The park design responds to the variety of site conditions, edges, and divisions by featuring a series of a park rooms that are defined by circulation routes, corner lighting, and materials. The park rooms range from a children’s play area, a beer garden, and a multi-level pavilion with park-serving retail and amenities. Each park room includes unique site elements such as perennials suspended from the overhead bus ramp, a sculptural bouldering wall encasing a ramp column, and a playful slide route through the park’s various topographic levels.

TRANSBAY PARK
IMPLEMENTING AGENCY: Office of Community Investment and Infrastructure
DESIGNER: TBD
ESTIMATED COMPLETION DATE: 2021
After the new Transit Center opens, a portion of the Temporary Terminal site will be transformed into a new 1.3 acre public park. While the initial design of this park will be refined through future community feedback, the project design goals are to create a facility that maximizes utilization by surrounding residents, incudes cost certainty, minimizes maintenance costs, and minimizes the environmental impact. The programming will include a mix of active recreation and passive open space and will include uses for children ages 5-12.
524 HOWARD
DESIGNER: Pelli Clarke Pelli Architects
PROJECT STATUS: Project Entitled (Planning Dept. Approvals Complete)
334 housing units. 7,800 square feet of ground floor retail.
Publically accessible pedestrian bridge to the Transit Center.

542 HOWARD
DESIGNER: Pelli Clarke Pelli Architects
PROJECT STATUS: Under Review
175 housing units. 220-room hotel. 10-floors of office.
Ground-floor retail, skybridge and elevator providing public access to City Park above the Transit Center.

555 HOWARD
DESIGNER: Renzo Piano
PROJECT STATUS: Project Entitled (Planning Department Approvals Complete)
69 housing units, 255-room hotel. Ground-floor restaurant fronting Under Ramp Park.
Publically accessible rooftop skybar/cafe.

THE HOWARDS

SALESFORCE TOWER + MISSION SQUARE
DESIGNER: Pelli Clarke Pelli
ESTIMATED COMPLETION DATE: Late 2018 – Early 2019
1.35 million square feet of office. 9,800 square feet of ground floor retail. Publically accessible pedestrian bridge to Transit Center.

OCEANWIDE CENTER
DESIGNER: Foster + Partners
ESTIMATED COMPLETION DATE: Late 2021
109 housing units. 1,007 square feet of office. Features 5-story tall urban open space underneath the building.

555 HOWARD
SALESFORCE TOWER + MISSION SQUARE
542 HOWARD
OCEANWIDE CENTER
524 HOWARD
FOLSOM BAY TOWER – TRANSBAY BLOCK 1  
DESIGNER: Studio Gang Architects/Perry Architects  
PROJECT COMPLETED: 2020  
301 housing units (40% Affordable).

PARK TOWER – TRANSBAY BLOCK 5  
DESIGNER: Solomon Cordwell Buenz  
PROJECT COMPLETED: 2020  
707,250 square feet of office and new public open space fronting Howard and Main Streets.

500 FOLSOM – TRANSBAY BLOCK 9  
DESIGNER: SOM  
PROJECT COMPLETED: 2020  
545 housing units (20% Affordable), 7,000 square feet of retail.

255 FREMONT/222 BEALE – TRANSBAY BLOCK 7  
DESIGNER: Santos Presscott & Associates  
PROJECT COMPLETED: 2016  
120 housing units (100% Affordable), Ground floor retail on Folsom.

250 FREMONT/400 FOLSOM – TRANSBAY BLOCK 8  
DESIGNER: HKS  
PROJECT COMPLETED: 2020  
554 housing units (30% Affordable), Project includes retail plaza on Folsom Street.

280 BEALE/299 FREMONT – TRANSBAY BLOCK 6  
DESIGNER: SOM Architects  
PROJECT COMPLETED: 2020  
479 housing units (15% Affordable), Ground floor retail.
Among the many new buildings coming to the South of Market, several streetscape projects will be undertaken in the next 5 years to create more pedestrian-friendly, efficient transit, and safe bike facilities. The SFMTA, Public Works, and the Planning Department have worked together to establish designs for Folsom Street, 2nd Street, and Harrison Street. The following designs have been vetted by City agencies, but not yet completely built. Other streetscape projects include a Natoma pedestrian mall, improvements at the Rincon Hill Streetscape Plan, as well as 15+ mid-block crossings. Other opportunities, such as Spear Street, may present themselves throughout this process to enhance streetscapes and the public realm.

**Harrison Street**

As proposed in the Rincon Hill Streetscape Masterplan, Harrison Street will create furnishing zones with seating and landscaping, as well as large pedestrian bulb-outs at intersections.

**Folsom Street**

Folsom Street, from 2nd to Embarcadero, will include parking, protected bike lanes, lush greenery, and 2-way car traffic.

**2nd Street**

2nd Street’s proposed design shown includes ker curbs, protected bike lanes, and landscaping. The Natoma Pedestrian Mall will be built by the TJPAC.

**Spear Street**

The Spear Street cul-de-sac sees very little car traffic and offers dramatic views of the Bay Bridge creating a great opportunity for a public space. The Planning Department will be partnering with design students from the California College of the Arts in the Spring of 2018 to explore ideas and potential for this space.
Think about your favorite streets and public spaces. Why do you love them? For most people, the answer to this question involves multiple elements that work together to create a positive sensory and emotional experience. Our experience of streets and public spaces is rooted in a sense of place and identity. It is enhanced by cohesive and high-quality design, as well as some degree of activation, which provides us with opportunities to people watch or engage with others as we socialize, observe, learn or play.

**THE EAST CUT CBD**

- Formed in July 2015 by homeowners and commercial property owners for a 15-year period
- The East Cut District encompasses the Rincon Hill and Transbay areas, including the 5.4 acre rooftop garden, and anchored by Folsom Street to unify the residential and commercial parts of the District.
- The East Cut Community Benefit District is currently the City’s largest special assessment district with over 3,600 parcels and property owners

**WHAT IS A COMMUNITY BENEFIT DISTRICT?**
- A partnership between the City of San Francisco and local communities funded through annual assessments.
- CBDs provide additional services beyond the baseline provided by City agencies. Services include cleaning and safety, streetscape improvements, economic development, and neighborhood advocacy at City Hall.
- Property-based improvement districts have been found to improve the overall quality of life, reduce crime rates and increase property values.
Public space activation/programming techniques

**Streets can be temporarily transformed into public space through Play Streets, block parties, or festivals.**

**Markets** can help activate public spaces, providing a place for people to gather, shop, and support local businesses and farmers.

Outdoor movies can enliven public spaces at night and provide entertainment for people of all ages.

Public spaces can become a stage for music, dance performances, or other programming for residents and visitors.

**SEATING** provides places for people to socialize or eat a meal outdoors. Movable chairs/tables provide flexibility to support groups of varying sizes.

Decorative lighting makes streets and public spaces more inviting at night.

Pop-up retail provides opportunities to small, local businesses and can be used to offer services or amenities to residents.

Community Gardens add greenery and provide space for neighbors to gather, socialize, and cultivate plants.

**INTERACTIVE ART** such as the Whispering Dishes created on Market Street encourage people to interact and see their surroundings in new ways. The iconic project pictured here was created through San Francisco’s first Living Innovation Zone program.

**MURALS** add beauty and color and provide opportunities to collaborate with local artists.

Innovative temporary projects can be used to “prototype” long-term improvements and create more opportunities for people to connect and play while walking down the street.

Traditional playgrounds or creative uses of open public space can add places to play for children and families. The image above shows how a sidewalk was transformed into a play space in San Francisco’s Telegraph Hill Neighborhood.
CREATING A GREAT URBAN ENVIRONMENT

Essential to a great urban experience is an active ground floor, and the best ground floors create opportunities for civic life – commerce, creativity, culture, and community. The existing planning for this neighborhood accounts for creation of these great spaces. But, planning alone is not a guarantee that vibrant ground floors and sidewalks will come to life. This fine-grain work is best done at the community level, and it requires leadership from a network of partners - from artists to local business owners to individual residents.

WALKING TOUR

SAVE THE DATE!

SUNDAY, SEPTEMBER 10TH

JOIN THE EAST CUT CBD AND CITY PARTNERS FOR AN INTERACTIVE WALKING WORKSHOP AND BLOCK PARTY! DURING THE “WALK-SHOP”, YOU’LL HAVE THE CHANCE TO GET OUT IN THE STREETS WITH US TO SHARE YOUR EXPERIENCES AND HELP GENERATE IDEAS FOR GROUND FLOOR AND SIDEWALK ACTIVATION PROJECTS. WE’LL END THE WALK-SHOP AT A NEIGHBORHOOD BLOCK PARTY. HOPE TO SEE YOU THERE!

A KEY FIRST STEP: STREET FRONTAGE ANALYSIS

OBJECTIVE

- Identify where different activation and programming is most appropriate in order to build on or improve the experience
- Analyze the link between heavy pedestrian pathways and active ground floor frontages
- Understand where there is potential for more retail in the future and what will come online in the next 6 months

NEXT STEPS

- Conduct further outreach to better understand which street edges have the most potential for further activation to improve the urban experience
- Conduct a retail study to determine the best strategies for improving the mix of retail available in this neighborhood and creating a dynamic public realm.

OPPORTUNITY SITES

ACTIVE

This category illustrates locations where retail is present with storefronts and windows that open up to the street in a way that activates the sidewalk and enhances the pedestrian environment.

INACTIVE

This category illustrates locations with blank walls, garages, or vacant commercial spaces - conditions that do not clearly activate the sidewalk or enhance the pedestrian environment.

VARIABLE

This category illustrates locations with blank walls, garages, or vacant commercial spaces - conditions that do not clearly activate the sidewalk or enhance the pedestrian environment.

CONSTRUCTION

Three areas represent active construction projects in the neighborhood. Though construction can detract from the urban experience in the short term, many current projects will provide public amenities (such as new parks) upon completion.

Creating a great urban environment is essential for vibrant communities. Join the East Cut CBD and City Partners for an interactive walking workshop and block party to share your experiences and help generate ideas for ground floor and sidewalk activation projects. The event will conclude with a neighborhood block party. Hope to see you there!

A key first step is the street frontage analysis, focusing on:

Objectives:
- Identify where different activation and programming is most appropriate
- Analyze the link between heavy pedestrian pathways and active ground floor frontages
- Understand potential for more retail in the future and expected openings in the next 6 months

Next Steps:
- Conduct further outreach to understand which street edges have potential for further activation
- Conduct a retail study to determine the best strategies for improving the mix of retail available in the neighborhood and creating a dynamic public realm.

Opportunity Sites:

Active
- Locations with storefronts and windows activating the sidewalk and enhancing the pedestrian environment.

Inactive
- Locations with blank walls, garages, or vacant commercial spaces that do not clearly activate the sidewalk or enhance the pedestrian environment.

Variable
- Locations with conditions that do not clearly activate the sidewalk or enhance the pedestrian environment.

Construction
- Active construction projects in the neighborhood, with potential for public amenities once complete.

Join the East Cut CBD and City Partners for an interactive walking workshop and block party. Share your experiences and help generate ideas for ground floor and sidewalk activation projects. The event will conclude with a neighborhood block party. Hope to see you there!
PRIORITIZE SAFETY & MOBILITY

EXISTING & PLANNED BIKE NETWORK

As planned in previous Transit Center District Plan and Rincon Hill Area Planning Efforts

WHAT'S NEW?

As seen in the images on the right, many cities across the country are implementing cutting-edge multimodal design that prioritizes safety and efficiency for pedestrians and people who bike. San Francisco can learn from these best practices and continue to create safer streets for all users.

NO MORE BUSINESS AS USUAL

The Transit Center District Plan (TCDP), adopted in 2012, recommended the bicycle network, illustrated in the map to the left, maintain flexibility to consider bicycle improvements in the future.

These are important connections in the proposed bicycling network that can be improved to clarify the bike network and increase safety for people who bike.

Unprotected existing bike lanes, as seen in the image to the left, require creative solutions. With reduced conflict zones, this South Downtown Design & Activation Plan will identify cycling facilities that can be improved to create safe, high-quality connections.

Potential improvements include: protected bike lanes on Folsom, a two-way cycletrack on Beale Street, and dedicated bike signals.

UPGRADES TO PLANNED BIKE NETWORK

Potential improvements in the South Downtown

STAY SAFE

The example above shows an intersection that allows bikes to continue through on a separate signal phase with a dedicated lane protected by street buffers and landscaping.

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The Transit Center District Plan (TCDP), adopted in 2012, recommended the bicycle network, illustrated in the map to the left, maintain flexibility to consider bicycle improvements in the future.

These are important connections in the proposed bicycling network that can be improved to clarify the bike network and increase safety for people who bike.

Unprotected existing bike lanes, as seen in the image to the left, require creative solutions. With reduced conflict zones, this South Downtown Design & Activation Plan will identify cycling facilities that can be improved to create safe, high-quality connections.

Potential improvements include: protected bike lanes on Folsom, a two-way cycletrack on Beale Street, and dedicated bike signals.

UPGRADES TO PLANNED BIKE NETWORK

Potential improvements in the South Downtown

STAY SAFE

The example above shows an intersection that allows bikes to continue through on a separate signal phase with a dedicated lane protected by street buffers and landscaping.

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WHAT'S NEW?

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WHAT ARE PRIVATELY-OWNED PUBLIC OPEN SPACES (POPOS)?

Privately-owned public spaces (POPOS) and public accessible spaces in terms of plaza, terraces, atriums, small parks, and similar underutilized areas are provided and maintained by private developers. POPOS are the first-tier “public” space in the Downtown office district area. Prior to 1985, developers provided POPOS, and these general circumstances: midblock, midblock and main entrance, or mid-block, in exchange for a density bonus, or as a condition of approval.

The South Downtown Design & Activation Plan will enable increased POPOS and identify locations for potential activation and development. A public-accessible area will be provided. The Plan will also be built on understanding the value the benefits of the POPOS with adjacent street-level commercial and slow facility requirements.

A map of existing POPOS is available online at: http://sfplanning.org/privately-owned-public-open-spaces-and-public-art-popos

WHAT’S A LIVING STREET?

The basic design strategy of the Living Streets is to re-activate public places in the form of each street in order to create additional space for open space and amenities such as pocket parks, seating areas, community gardens, dog runs, public art, and the like. Living streets help to calm traffic and foster a pleasant and safe public realm environment.

This Rincon Hill Transportation Master Plan and the Transbay Concourse District Plan both identify Space, Main, and Main as being defined by reducing the number of lanes and prioritizing pedestrian safety. The south downtown is a very dense neighborhood with limited opportunities for traditional “park” space. The Living Streets will help to re-activate these linear open spaces with safe and activated streets.

Living streets will help support a high-quality walking network, access to the road below, by transforming the public realm into linear plazas and open spaces.

A living street has been installed on Main Street and is pictured below demonstrating both landscaping and slow vehicle lanes in each direction.

PEOPLE & GOODS DELIVERY

San Francisco Municipal Transportation Agency will work to manage curb use in the South Downtown Area. With the increase of ride-hailing and personal delivery services and the conflicts that they are creating in the network, and with the development of automated vehicles that are changing the urban traffic network, SFMTA recognizes the growing and changing demands in curb management as a key element of the City’s transportation network. Staff will evaluate priorities and appropriate operations for curb lane uses in the Plan Area. What do you see on our streets? What causes congestion and safety hazards? Let us know as we develop this process!

VARIETY OF STREET USERS

This streets are a large variety of uses. As technology evolves and ride-hailing change the City must develop priorities for how each type of activity uses the streets, lanes, and curbs.
Do these match your travel patterns?
POTENTIAL NEW CONNECTIONS FOR RINCON HILL

In response to findings of the 2015 Rincon Hill Community Transit Plan, the SFMTA is considering a route realignment for the 12 Folsom-Pacific. The realignment options shown below would provide direct transit connections to the Financial District/Downtown, Chinatown, SoMa, and Mission neighborhoods. Combined with existing transit in the area, Rincon Hill neighborhood would have direct transit access to a wealth of destinations.

WHICH NEIGHBORHOOD DO YOU VISIT?

The following table shows the neighborhoods that surveys and modeling for the Rincon Hill Community Transit Plan showed as a priority travel demand need.

To help us determine whether these findings continue to hold true, please mark a tally for any neighborhood/area that you visit 3 or more times per week and note at the bottom any that are not listed.

<table>
<thead>
<tr>
<th>NEIGHBORHOOD AREA</th>
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<td>DOWNTOWN/FINANCIAL DISTRICT</td>
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