The South Downtown Design + Activation Plan (Soda) provides a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill.

The plan area (right) covers 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**

**Enhance and Implement.** The South Downtown Design + Activation Plan builds upon previous planning initiatives that have helped to shape this neighborhood 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.

**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 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.

**Elevate the Experience.** 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.

**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 designs to improve safety for all streetscape users with an emphasis on people walking, biking, and riding transit. Future plans also include more greening and spaces for people to stop and rest. The City is working together to ensure that streets and open spaces are well-designed, maintained, and activated.

**PROJECT TIMELINE**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMUNITY WORKSHOP</td>
<td>COMMUNITY WORKSHOP</td>
<td>POP UP</td>
<td>COMMUNITY OUTREACH</td>
<td>COMMUNITY WORKSHOP</td>
<td>COMMUNITY WORKSHOP</td>
<td>POP UP</td>
<td>COMMUNITY OUTREACH</td>
<td>COMMUNITY WORKSHOP</td>
<td>COMMUNITY WORKSHOP</td>
<td>POP UP</td>
</tr>
</tbody>
</table>

**INTERAGENCY COORDINATION**

- THE EAST CUT COMMUNITY BENEFIT DISTRICT
- THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
- THE OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE (OCI)
- THE SAN FRANCISCO PLANNING DEPARTMENT
- SAN FRANCISCO PUBLIC WORKS

**PLAN APPROVALS**

- MTA BOARD
- PORT COMMISSION
- OCI COMMISSION
- PLANNING COMMISSION
- BOARD OF SUPERVISORS
**STREETSCAPE IMPLEMENTATION**

**PHASING**

**PHASE A**

**UNDER CONSTRUCTION/DONE**

- **Folsom Street**
  - 2nd to The Embarcadero: Complete Street
- **Harrison Street**
  - Essex to The Embarcadero: Complete Street
- **Mission Street**
  - Sidewalk extension, crosswalk and pedestrian signal at Shaw Alley
  - Bus Island
- **1st Street**
  - Mission to Minna: sidewalk extension and curb ramp
- **2nd Street**
  - Market to Bryant: Complete Street

**PHASE B**

**SFMTA, PUBLIC WORKS: 2019**

- **The Transit “U”**
  - 1st Street, Market to Mission: sidewalk widening
  - Fremont Street, Market to Mission: sidewalk widening and bus island realignment
  - Mission Street, 1st to Fremont: north sidewalk widening and corner extensions
- **Natoma and Minna Streets**
  - YBCA to Transit Center connection
  - Includes new signalized mid-block crossing at New Montgomery and Natoma and New Montgomery and Minna.
- **Howard Street**
  - 3rd to The Embarcadero: Complete Street
  - New signalized mid-block crossing at Under RAMP Park
- **Steuart Street**
  - Convert to two-way between Howard and Mission
- **Beale Street**
  - Howard to Folsom: West side sidewalk widening and Casual Carpool improvements

**PHASE C**

**SFMTA, PUBLIC WORKS: 2020**

- **Beale Street**
  - Infill blocks between Market and Mission
  - Includes new signalized mid-block crossing at Clementina
- **1st Street**
  - Infill blocks between Minna and Harrison
  - Includes possible southern Clementina crossing (north crossing to be completed by developer)
  - Includes 1 block in Rincon Hill
- **Fremont Street**
  - Infill blocks between Mission and Folsom
  - Includes Clementina crossing
- **Main Street**
  - Stripping Project to add Protected bike lane
  - Potential new signalized crossing between Mission and Howard
  - Potential new signalized crossing at Clementina if needed

**PHASE D**

**SFMTA, PUBLIC WORKS: 2021**

- **Mission Street**
  - 3rd to The Embarcadero: sidewalk widening, bulbouts and transit-only lanes
- **New Montgomery Street**
  - Sidewalk extensions on west side and possible new signalized mid-block crossing at Jesse Essex Street

**PHASE E**

**SFMTA, PUBLIC WORKS: 2022**

- **Main Street**
  - Infill blocks
- **Spear Street**
  - Market to Folsom
- **Stewart Street**
  - Potential new signalized mid-block crossing between Mission and Howard

**Soda Alleys**

- Minna
- Jesse
- Anthony
- Stevenson
- Tehama
- Clementina (west of OClII projects)

**Soda Project Prioritization**

This prioritization matrix shows the order of planning, design, and construction within the Soda district. The matrix was jointly developed in the spring of 2018 with City Planning, SFMTA, OCI and the Controller’s Office. The matrix emphasizes design and legislation for critical network segments in relation to the Transbay Terminal while leveraging developer commitments for construction.

**Factors Considered:**

- Special Street (Retail Street or Living Street [Linear Park])
- Bike Route Street
- Priority Transit (Key transit pathway between Market and Transit Center)
- Other Transit
- Vision Zero Corridor
- Project Scale/Resources Needed
- Citywide Connector vs. Neighborhood Circulator
- Existing need (Existing pedestrian experience/comfort)
PARTI

Soda Concept
- Connect to civic centers and transit hubs
- Focus on key commercial nodes of new neighborhoods
- Living Streets (green streets with public life on Main, Beale, Spear and Howard)
- Commercial activity on Market, Mission, 2nd
- New Parks
- Work north of Folsom, live south of Folsom

WALK

Walking Network
- Use mid-block crossings to create informal walking networks
- Build wide sidewalks and ballhuds on all streets where space allows
- Separated greening, especially on Living Streets (Howard, Beale, Main and Spear)
- Connect to on-street transit with the transit center

BIKE TCDP 2012

2012 TCDP Bike Proposal
- 1-way bike lanes on Folsom, Howard, Main and Beale
- Off-street bike path through under-nature park connecting to the Transit Center connecting to future Bay Bridge bike path
- Connect to civic nodes and transit hubs
- Incorporate greening, especially on Living Streets (Howard, Beale, Main and Spear)
- Build wide sidewalks and bulbouts on all streets where space allows
- Use mid-block crossings to create informal walking networks

BIKE SODA

Soda Bike Proposal
- 2-way protected bike lanes on Howard, Folsom and Beale
- 1-way protected bike lane on Main
- Add cycling lane on Howard between Folsom and Howard for better access to Rincon Hill
- 2-way protected bike path through under-nature park connecting to the Transit Center connecting to future Bay Bridge bike path
- Add climbing lane on Fremont between Folsom and Howard for better access to Rincon Hill
- Add a transit-only lane on Beale between Market and Mission to allow Muni increased operational flexibility for buses seeking to access the Salesforce Transit Center from Market Street

Soda Transit System
- This map shows all the bike lanes in the Soda plan area. Routes are shown by location and not frequency.
- The dashed line shows where route 12 will be routed in Rincon Hill
- The Key Transit Pathway that keeps use to access the Salesforce Transit Center (80 Market to 1st, 1st to Mission, Mission to Market, Market to 1st), Transit Center (1st to Market, Market to 1st) and future Bay Bridge will likely see headways at 1 bus per minute or greater.

Soda Transit Changes
- Provide local transit service on 7, 5, 5L, 31
- Create “Red Carpet Lanes” on all streets with frequent transit service (Market, Mission and Key transit pathway)
- Add a transit-only lane on Beale between Market and Mission to allow Muni increased operational flexibility for buses seeking to access the Salesforce Transit Center from Market Street
CURB MANAGEMENT

The SFMTA's new Curb Management program reflects the City’s changing priorities. Long-term parking is not always the best use of our limited curb space, with countless different users competing for access. A holistic approach to accommodating needs ranging from truck loading and bus stops to carpool pick-up and childcare drop-off can make our streets function more safely and efficiently for everyone.

EXISTING TOOLS

- **White: Passenger Loading**
  - 5-minute passenger loading
  - Driver must be in vehicle
  - Business applies and pays

- **Yellow: Commercial Loading**
  - 30-minute metered commercial loading
  - 3-minute passenger loading
  - Business applies

- **Blue: Accessible Parking**
  - Parking for people with disabled placards only

- **Green: Short-Term Parking**
  - 15-, or 30-minute parking
  - Must pay parking meter
  - Business applies and pays

NEW POLICIES

- **Dual Use Zones** accommodate changing uses over the course of the day, for instance providing commercial loading during the day and passenger loading at night.

- **A proactive, holistic approach** to curb management ensures sufficient space is provided to different curb access needs even if no one applies for a loading zone.

- **Working with ride-hailing apps to geofence** can ensure Uber and Lyft riders and drivers know where to go to get picked up and dropped off in a safe, legal loading zone.

SPECIAL CURB USES

- **Casual carpool** morning drop-off and evening pick-up help people from the East Bay get to work in the City and provide a sustainable commute option in transit-poor areas.

- **Paratransit-only loading zones** near the Salesforce Transit Center provided dedicated space for paratransit agencies from across the Bay Area to access this transit hub.

PRIORITIES

Around Downtown, curb space is a scarce resource, and movement, access, and public space needs have to be provided before private car parking. With countless users competing for space, we don’t expect any parking to remain north of Folsom.

1. **Movement**
   - Many streets in this area have a curb-side bike, transit, or traffic lane to move as many people as possible.

2. **Access for People**
   - Bus zones, bikeshare stations, passenger loading zones, and other active curb uses that bring people to and from the district are critical.

3. **Access for Goods**
   - In addition to off-street loading docks, on-street commercial loading is needed to accommodate freight needs and prevent double parking.

4. **Public Space and Services**
   - Once access needs are met, the remaining curb space will be allocated to wider sidewalks to serve high pedestrian volumes and street life.

5. **Vehicle Storage**
   - Given the high demand for active curb uses, space for private vehicle storage is the lowest priority in this area.
Restoring Service to Rincon Hill

- Maintains same travel time as the current route
- Makes use of existing transit-only lanes on Clay and Sacramento to keep the bus moving
- 10 Townsend line would continue to serve 2nd Street and Sansome stops, with a bus frequency of every 15 minutes

Thank you to the 1,200 community members who provided feedback on how the bus should travel north of Market Street. The proposed route was selected by 47% of respondents, with 38% selecting the other option.
Howard Street: Soda proposal overview

In the near-term, the City will be upgrading the 1-way westbound bike lane on Howard Street to a protected bikeway (cycle track). The SF County Transportation Authority has recently approved funding for this project which is anticipated to be completed this year.

In the long-term (3-4 years), Soda proposes a substantial redesign of the street which would include a 2-way protected bikeway, greenery and understory plantings, and pedestrian safety improvements throughout the corridor. The Howard street project has been identified as a high-priority project in the Soda Planning Process.

The Soda Park’s long-term concept design for Howard Street between 3rd Street and the Embarcadero would replace the current 1-way bike lane with a 2-way protected bikeway (cycle track) along Howard Street. The protected bikeway would create an extension of the bikeway on the north side of 3rd Street. The protected bikeway would create a 2-way protected bikeway between 3rd Street and the project has been identified as a high-priority project in the Soda Planning Process.

The upgraded bike facility and loading zones on both sides of the street would create space for generous sidewalk widths, sidewalks would be widened to 20.5’. Each block would have the greatest impact to improve pedestrian safety.

The enhanced bike facility and loading zones on both sides of the street would create a continuous 2-way protected bikeway (cycle track) from 11th Street to a protected bikeway (cycle track). The SF County Transportation Authority has recently approved funding for this project which is anticipated to be completed this year.

The Soda Park’s concept design for Howard Street between 3rd Street and the Embarcadero would replace the current 1-way bike lane with a 2-way protected bikeway (cycle track) along Howard Street. The protected bikeway would create an extension of the bikeway on the north side of 3rd Street. The protected bikeway would create a 2-way protected bikeway between 3rd Street and the project has been identified as a high-priority project in the Soda Planning Process.

The upgraded bike facility and loading zones on both sides of the street would create space for generous sidewalk widths, sidewalks would be widened to 20.5’. Each block would have the greatest impact to improve pedestrian safety.
Folsom Street: Overview

The Transit Center District Plan and the Rincon Hill Streetscape plan both envisioned Folsom to be a community-serving street. The existing street section includes 4 general purpose lanes in each direction, a westbound bike lane on the north side of the street, and parking/loading lanes adjacent to the curbs.

The redevelopment parcels on the north side of the street are required to provide a 10' setback which will create a 25' sidewalk. A recently completed street design proposes a street section with one general purpose lane in each direction, generous sidewalks on the south side of the street will be widened to 15’. This project is anticipated to begin construction in July of 2019.

Timeline Streetscape Priorities

<table>
<thead>
<tr>
<th>Phase</th>
<th>Under Construction</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Phase A</td>
<td>Summer 2019</td>
</tr>
</tbody>
</table>

Comments and suggestions
Beale Street: Soda proposal overview

Previous planning efforts proposed that Beale Street would become “Living Street” improvements—a very wide sidewalk on one side of the street that functions as public open space, and a southbound bike lane.

The Soda plan proposes keeping the Living Street on the east side of Beale, and upgrading the previously proposed 1-way hill bike lane to a 2-way protected bikeway (cycle track).

On the block between Howard and Folsom, Soda plan also proposes that the city experiment with a more aesthetic cycle track buffer treatment over the city’s current standard (paint and soft-hit posts) using materials such as pavers and grasses to prevent cars blocking the bike facility.

The City’s design for the 2-way cycle track between Market and Folsom is funded and will be completed as a near-term project.

In the long-term, the Soda plan proposes extending the cycle track south from Folsom Street to Bryant Street. This would create a bike connection to the proposed cycle tracks on the Embarcadero and Brannan Streets. Implementing a southern extension would necessitate the removal of on-street parking on the east side of Beale street between Harrison and Bryant. Funds have not yet been identified to implement this portion of the route.

Beale Street: Existing Conditions

Beale Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan

Beale Street, detail of Soda proposed plan (see large poster for complete plan)
Main Street: Soda proposal overview

Previous planning efforts proposed that Main Street would receive “Living Street” improvements – a very wide sidewalk on one side of the street that functions as public open space, and a northbound bike lane.

The Soda plan proposes keeping the Living Street on the west side of Main Street, and upgrading the previously proposed bike lane to a protected bikeway (cycle track).

Main Street: Existing Conditions

- Bryant to Folsom: 2-way, 2-lane street with Living Street treatment on the west side sidewalk.
- Folsom to Market: 1-way, 2-lane street with an east-side bike lane and parking on both sides.

Main Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan

- Bryant to Folsom: No change from Rincon Hill Streetscape Plan.
- Folsom to Market: TCDP 2012, except upgrading the 1-way bike lane to a 1-way protected bike lane.

Comments and suggestions
SPEAR STREET

Spear Street: Soda proposal overview

Previous planning efforts suggested that Spear Street would receive “Living Street” improvements – a very wide sidewalk on one side of the street that functions as public open space. The Plans also propose converting Spear Street from a 1-way street to a 2-way street which would slow traffic on the street. The Soda plan proposes creating a new park at the southern terminus of Spear Street at the Embarcadero.


call out cases

Markets to Monads: The Better Market Street project will convert one block of Spear to a 2-way, 2-lane street.


call out cases

Harmony in Embankments: Create a New Public Open Space.

The Soda Plan proposes pedestrianizing the southern half of this block and converting it to a public open space underneath the Bay Bridge. This concept was explored through the Soda Plan – student-developed conceptual designs for converting the foot of Spear Street into a public open space underneath the Bay Bridge. The CCA student developed conceptual designs for a “living street” (very wide sidewalk that functions as a linear park).


call out cases

Create a New Public Open Space.

This in mind, the Soda Plan recommends that the City reevaluate the upstream block between Market and Mission to 2-way traffic operations as well.

Markets to Monads: If future traffic conditions remain low, this block should be converted to 2-way as well.


call out cases

New Performance Modeling

If traffic volumes on the street remain low enough after other streetscape projects in the district have been completed, the City should move forward with converting the rest of Spear Street to 2-way operations.

Markets to Monads: If traffic volumes on the street remain low enough after traffic volumes on other streets within the district have been completed, the City should move forward with converting the rest of Spear Street to 2-way operations.


call out cases

Example of TCDP plan

Markets to Monads: This is a call out case for converting the southern half of this block to a 2-way, 2-lane street.


call out cases

Markets to Monads: This is a call out case for converting the southern half of this block to a 2-way, 2-lane street.


call out cases

Markets to Monads: This is a call out case for converting the southern half of this block to a 2-way, 2-lane street.


call out cases

Markets to Monads: This is a call out case for converting the southern half of this block to a 2-way, 2-lane street.
**FIRST STREET**

**First Street: Soda proposal overview**

Previous planning efforts proposed sidewalk widening on 1st Street between Market and Harrison and the installation of a transit-only lane on 1st Street between Market and Mission. The Soda Plan leaves the previous designs largely intact, but proposes removing a general purpose lane on the block between Market and Mission to ensure there is space for on-street loading on both sides of the street.

**Market to Mission:** Connect existing general purpose lane to a transit-only lane at Market and provide a dedicated transit lane on 1st Street between Market and Mission. Reduce sidewalk widths in front of businesses to provide space for public realm use.

**Market to Harrison:** Re-establish general purpose lane at Market and provide a dedicated transit lane on 1st Street between Market and Mission. Reduce sidewalk widths in front of businesses to provide space for public realm use.

**Detailed Plan:**
- **Market to Mission:** Create a dedicated transit lane on 1st Street between Market and Mission to provide space for on-street loading on both sides of the street. Reduce sidewalk widths in front of businesses to provide space for public realm use.
- **Market to Harrison:** Create a dedicated transit lane on 1st Street between Market and Mission to provide space for on-street loading on both sides of the street. Reduce sidewalk widths in front of businesses to provide space for public realm use.

**Detailed Plan:**
- **Market to Mission:** Create a dedicated transit lane on 1st Street between Market and Mission to provide space for on-street loading on both sides of the street. Reduce sidewalk widths in front of businesses to provide space for public realm use.
- **Market to Harrison:** Create a dedicated transit lane on 1st Street between Market and Mission to provide space for on-street loading on both sides of the street. Reduce sidewalk widths in front of businesses to provide space for public realm use.

**Comments and suggestions**

- **First Street:**
  - Expand sidewalk space
  - Improve safety for people walking
  - Ensure adequate loading bays

**Market to Mission:**
- Create a dedicated transit lane on 1st Street between Market and Mission to provide space for on-street loading on both sides of the street.
- Reduce sidewalk widths in front of businesses to provide space for public realm use.
FREMONT STREET

Fremont Street: Soda Proposal Overview

Previous planning efforts proposed sidewalk widening and a 1-way northbound bike lane on Fremont Street. The Soda Plan proposes removing the bike lane because it conflicts with cars exiting the freeway and buses exiting the Salesforce Transit Center. To mitigate the removal of the proposed bike lane on Fremont, the Soda plan proposes upgrading a planned SB bike lane on Beale Street (1 block east of Fremont) to a 2-way protected bikeway.

**Market to Mission:**

- West side only
- East side by private developer

**Phase C**

- Streetscape Priorities
- Timeline
- Market to Mission
- Phase B
- Muni
- Only
- Northbound
- Southbound
- Zero
- Connect
- Transit
- 2000

**Streetscape Priorities**

- [Section A: Looking North](#)
- [Section B: Looking South](#)

**Fremont Street: Existing Conditions**

- **Northeast to Howard:** 2-way 3-lane street with curb-side loading lane, bike lane, 2 general purpose lanes
- **Howard to Folsom:** 2-way 5-lane street with wider sidewalk south of Transit Center
- **Folsom to I-80 Off-Ramp:** 2-way 5-lane street with wider sidewalk south of Transit Center

**Fremont Street: Proposed TCDP 2012 & Rincon Hill Streetscape Plan**

- **Northeast to Howard:** 2-way 3-lane street with curb-side loading lane, bike lane, 2 general purpose lanes
- **Howard to Folsom:** 2-way 5-lane street with wider sidewalk south of Transit Center

**Comments and suggestions**

- [Section A on right](#)
- [Section B on right](#)
Mission Street: Overview

The Better Market Street Project construction will necessitate temporary reroutes of busses from Market to Mission in the near term.

The city is evaluating several interim design options to accommodate the rerouting. The near-term project will likely modify the roadway striping on Mission Street, but won’t modify the curb geometries.

Subsequent to the completion of the Better Market Street project, The City will undertake a more comprehensive project on Mission Street will be improved. Design options under study include:

- Center running transit-only lanes
- Side-running transit-only lanes with loading bays cut into the sidewalk
- Side-running transit-only lanes with contiguous loading lanes on one side of the street

The City will conduct a robust outreach process with Mission Street stakeholders during both the near-term and long-term Mission Street projects.

Comments and suggestions
Harrison Street: overview

Harrison Street currently has 3 westbound traffic lanes and 1 eastbound traffic lane. Sidewalks are fairly narrow by City standards.

The Rincon Hill Streetscape Plan proposed retaining the basic lane configuration on Harrison however, lanes would be narrowed to make room for wider sidewalks. The design also features generous bulbouts at the corners, special sidewalk paving, street trees, and understory plantings. The street would retain curbside parking/loading lanes on both sides.

Design work is completed and construction is anticipated to begin in Fall of 2019.
The East Cut Open Space Inventory documents all of the 40 privately-owned open spaces (POPOS) and public areas including pockets, plazas and parks in the East Cut District. The guide seeks to bring attention to underutilized public space in the district and provide recommendations to improve less effective spaces. The guide can be a new resident’s guide to learning the neighborhood, or an office worker’s map to find the best place to eat lunch.

**Timeline**

**July 2018 - April 2019**

**A. OPEN SPACE TYPE**

1. Permanent Sculpture
2. Painting by Charles Arnoldi
3. Moonrise Sculptures by Ugo<br>7. Linear Fountain by John Luebtow
4. Urban Grit by Gordon Huether
5. Not Out of the Woods Yet by<br>Richard Deacon
6a. Yes b. No
c. POPOS (Privately owned public open space)
d. No, move onto next page

**B. TRANSPORTATION**

- Pedestrian or bike trails
- Public transit accessibility

**C. PROGRAM**

- There is no multi-use trail in the park
- A document for the future

**Methodology used to document open spaces**

**Available amenities**

- Defined typology & key features
- Photos of distinguishing element
- Contextual map with highlighted boundaries
- Description & observations
- Quote from surveyors

**PLACES TO SIT AND EAT**

**PUBLIC ART**

**Summary maps derived from surveys**

**Download your own digital copy of The East Cut Open Space Inventory, or purchase a bound hard copy! Visit www.theeastcut.org!**
The East Cut Community Benefit District and SF Planning partnered with students from California College of the Arts to develop concepts for improving the Spear Street Cul-de-sac. In May 2018, student teams designed and prototyped ideas to transform the Spear Street Cul-de-sac into a valuable neighborhood public space. Ideas are currently being solicited for more permanent implementations that could activate the space for residents and visitors.

**Timeline**
January 2018 - in progress

**Streetscape Priorities**

- Pedestrian Connection
- Bike Network

**Proposed site plan by architect Anthony Garcia**

**Spear Street Cul-de-sac Existing Conditions**

**Proposed designs by CCA students**

**Spear Street Cul-de-sac Pop-Up Event - May 2018**
The East Cut Street life plan translates community input into ideas to improve public space within the district, and envisions community-serving public spaces that communicate the community’s values and identity. The Street Life Plan aims to unify our streets and sidewalks by building or enhancing spaces to create a more livable urban culture unlike anywhere in San Francisco.

Timeline
January 2019 - in progress

Projects (from left): Patterned Crosswalks, Community Gardens, Street Lighting, Living Street Renovations

Potential beautification for the wall along Essex Street leading to the highway
The Natomia Minna Art Corridor Project has been identified as a key pedestrian connection linking two civic nodes: the Transbay Transit Center and the Yerba Buena Gardens. The San Francisco Planning Department, Public Works, Municipal Transportation Agency (SFMTA) and Arts Commission, in partnership with the San Francisco Museum of Modern Art (SFMOMA), and the Yerba Buena Community Benefits District (YBCBD) seek to re-envision Natomia and Minna streets as vibrant, dynamic, and inspirational spaces. This partnership recognizes that a collaboration between organizations will maximize the potential to create a transformative project that serves to link two of San Francisco’s most vibrant civic spaces.
NATOMA MINNA ART CORRIDORS

Project Goals

- Enhance safety through improved lighting, cleanliness, and universal access principles
- Identify Natoma and Minna as gateways into the Yerba Buena Neighborhood/arts district; improve wayfinding
- Activate and enliven Natoma and Minna alleyways between the Transit Center and the Yerba Buena Gardens
- Collaborate with SFMOMA San Francisco Arts Commission to include world-class art projects within the Natoma Street corridor
- Instill a sense of civic pride for pedestrians using the space
- Inspire and delight and engage the public
Transbay Park is a neighborhood park to be built on Transbay Block 3, the middle portion of what is currently known as the Temporary Transbay Terminal. The Park is at the heart of an extensive open space network, adjacent to housing developments, two-way bicycle lanes, and vibrant living streets. The Office of Community of Investment and Infrastructure (OCII), San Francisco Public Works (SFPW), and The East Cut CBD together are launching a community outreach process to engage the community in the design of the future Transbay Park.
One of four new public parks coming to the South Downtown neighborhood, Under Ramp Park will span 4 blocks located below the Caltrans Fremont offramp and the Transbay bus ramp, with approximately 25% of the site open to the sky. This unique park will be an urban amenity for the neighborhood connecting the new Transbay Terminal to Folsom Street, while providing a variety of activities. Program elements include sports courts, dog park, beer garden, bicycle and pedestrian linkages to the new Transbay Terminal, picnic areas and a park pavilion that houses offices, community meeting space, and small food vendors.

Timeline

**Schematic Design**
- Outreach with neighborhood groups with multiple meetings dating back to 2011

**Design Development**
- Advancing the technical considerations

**Construction Documentation & Permitting**

**PRESENT**

**SUMMER 2018**
- Under Ramp Park

**WINTER 2018**
- Design Development

**SUMMER 2019**
- Begin Construction!