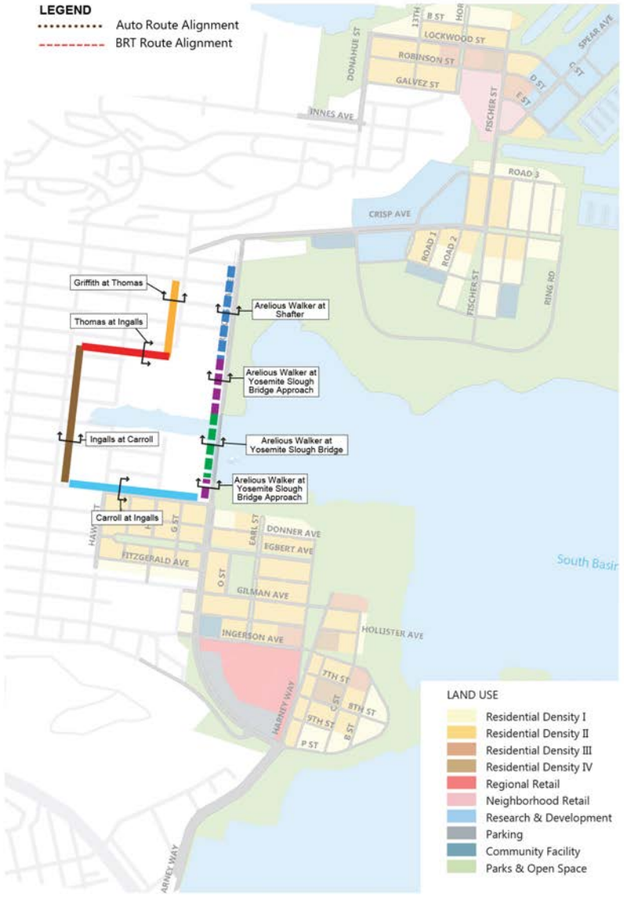
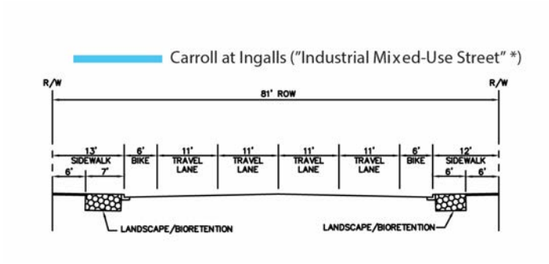
Attachment K - Street Cross-section Changes

① Truck loading is permitted on either side of Ingalls and Griffith from 6 AM to 4 PM; parking/loading lane becomes auto travel lane from 4 PM to 7 PM.

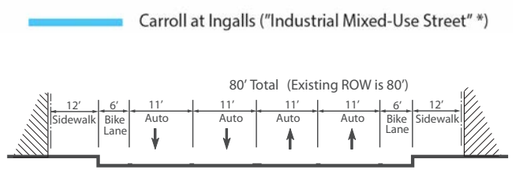
② Park with multi-use paths is adjacent to the street right-of-way.



March 2016 Cross Sections



August 2010 Cross Sections



*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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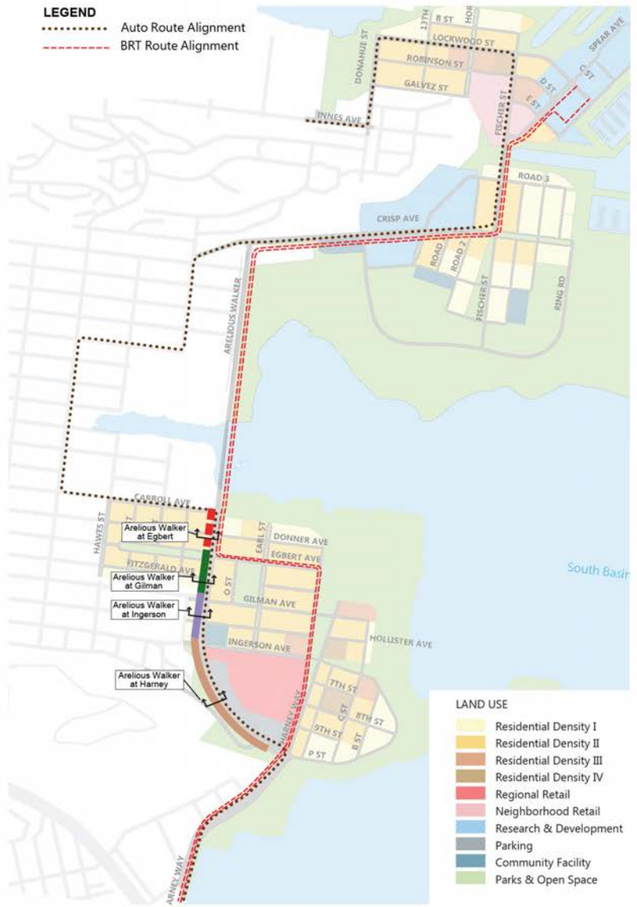
CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

Figure 1
Comparison - Proposed Street Network
Yosemite Slough Arterials

Attachment K - Street Cross-section Changes

① If necessary, the section will be reconfigured to add an additional auto lane to serve increased traffic levels.

② Median separating BRT lanes and westbound auto travel lanes narrows to 2' and center turn lane narrows to 10' to accomodate 10' max westbound right-turn lane at Executive Park Boulevard East.



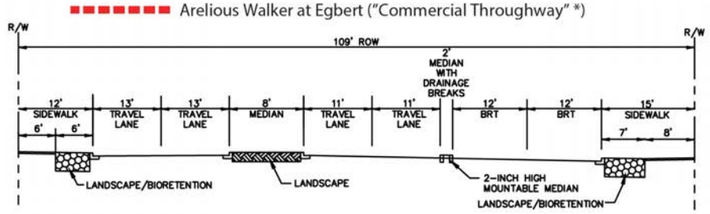
*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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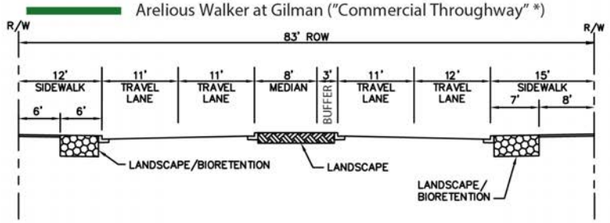
CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

March 2016 Cross Sections

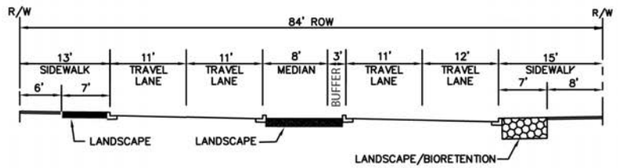
Arelious Walker at Egbert ("Commercial Throughway" *)



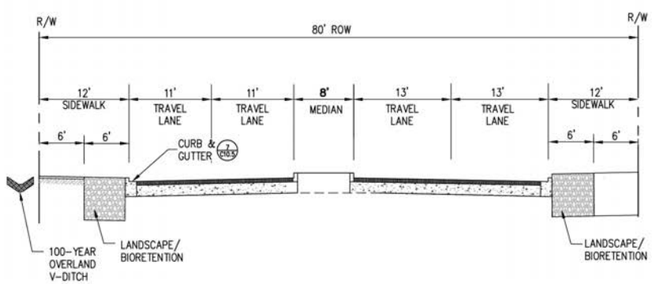
Arelious Walker at Gilman ("Commercial Throughway" *)



Arelious Walker at Ingerson ("Commercial Throughway" *)

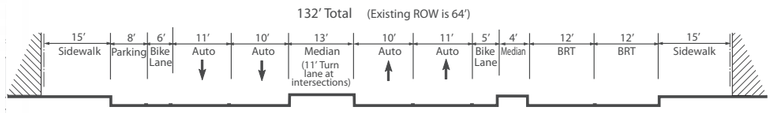


Arelious Walker at Harney ("Commercial Throughway" *)



August 2010 Cross Sections

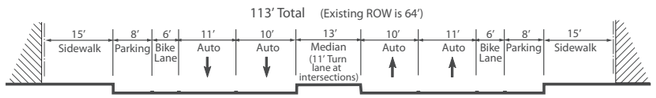
Arelious Walker at Egbert ("Commercial Throughway" *)



Arelious Walker at Gilman ("Commercial Throughway" *)

NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

Arelious Walker at Ingerson ("Commercial Throughway" *)



Arelious Walker at Harney ("Commercial Throughway" *)

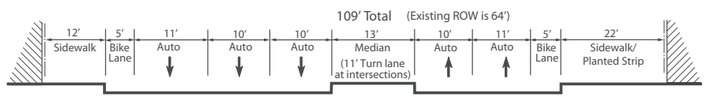
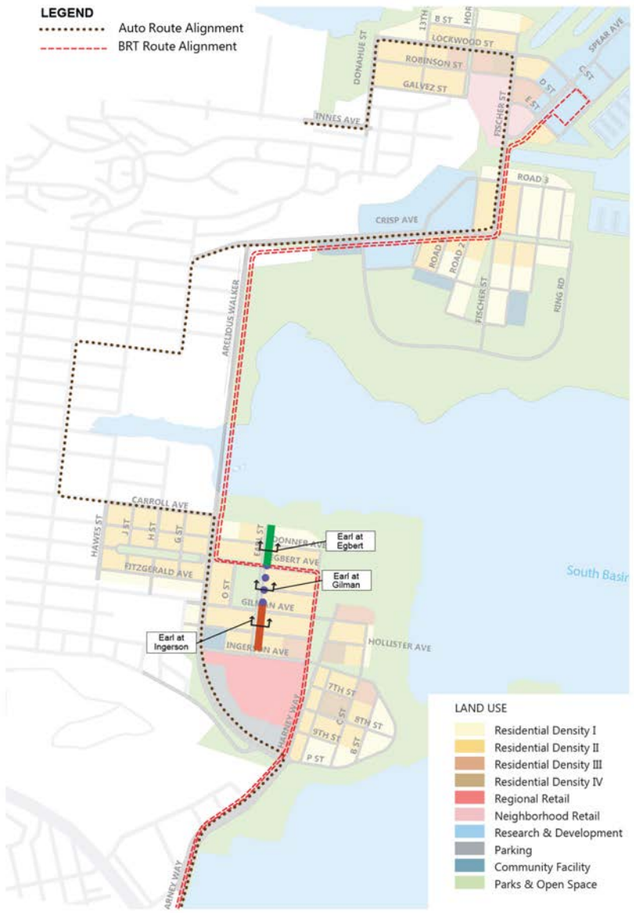
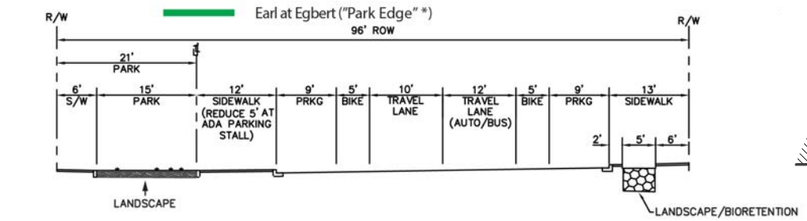


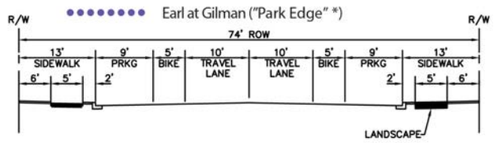
Figure 2
Comparison - Proposed Street Network
Candlestick Point Arterials

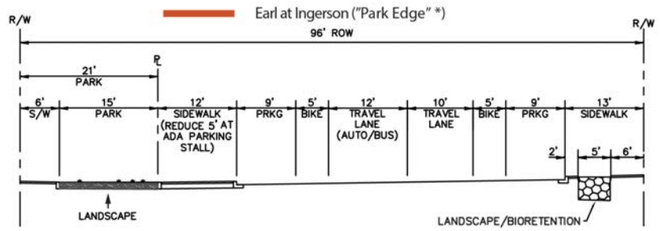
Attachment K - Street Cross-section Changes



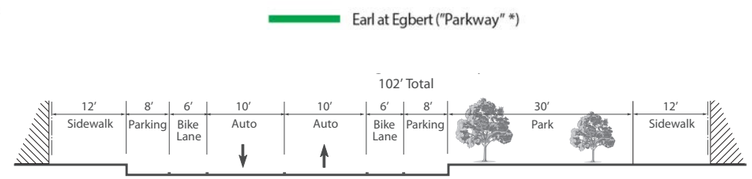
March 2016 Cross Sections

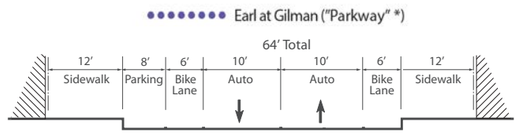


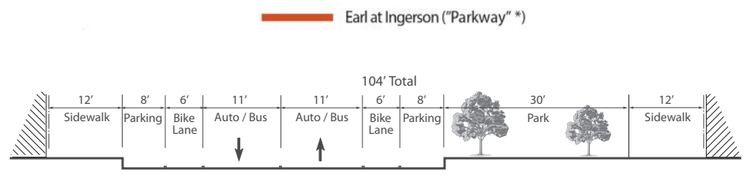




August 2010 Cross Sections







*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

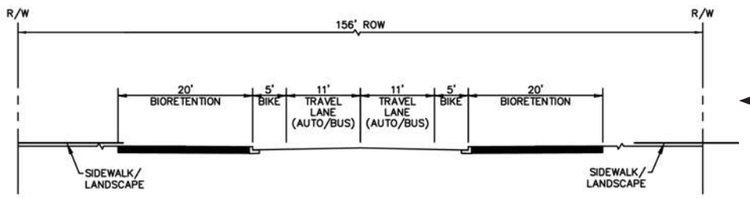
Figure 3
Comparison - Proposed Street Network
Candlestick Point Park Streets

Attachment K - Street Cross-section Changes

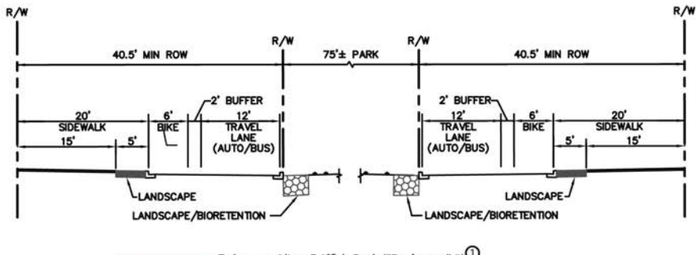


March 2016 Cross Sections

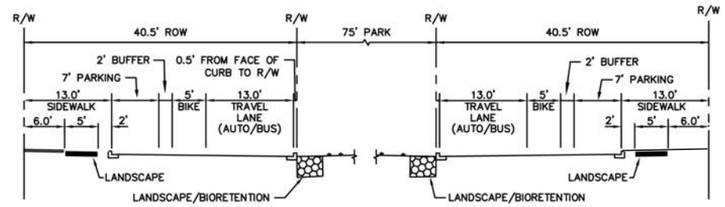
Egbert at Alice Griffith Park ("Parkway" *)①



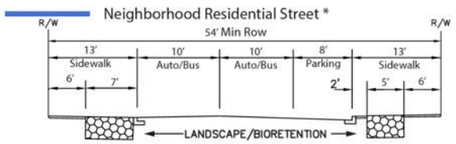
Egbert at Alice Griffith Park ("Parkway" *)①



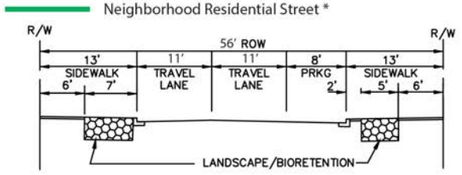
Egbert at Alice Griffith Park ("Parkway" *)①



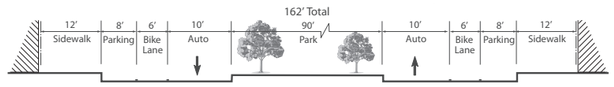
Neighborhood Residential Street *

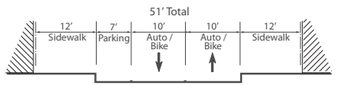


Neighborhood Residential Street *



August 2010 Cross Sections





*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

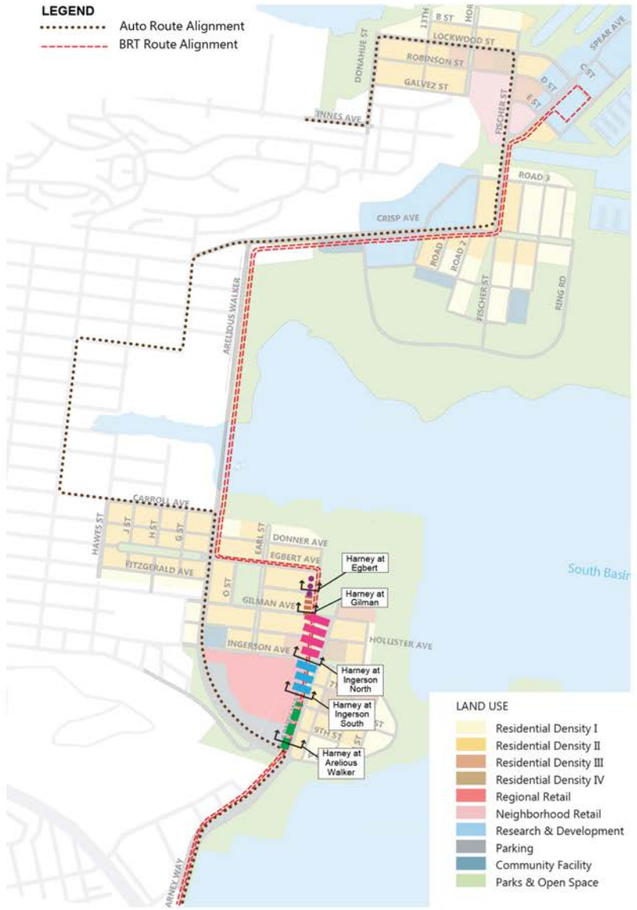
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CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

Figure 4
Comparison - Proposed Street Network
Candlestick Point Park Streets

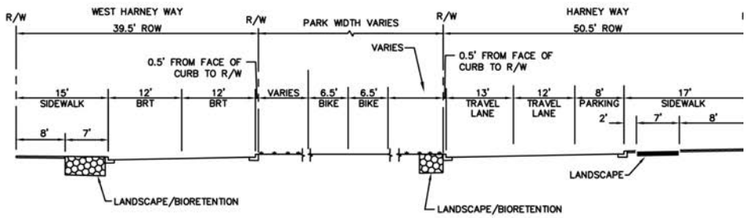
① Sidewalks or paths within park.

② Where BRT crosses auto lanes, intersection will be signalized.

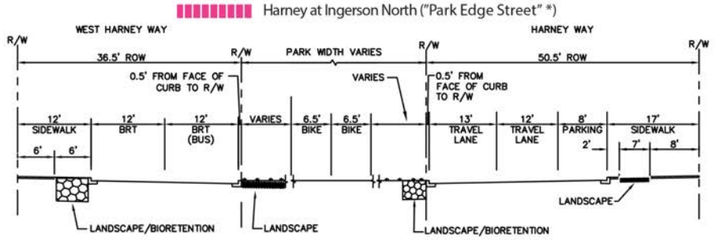


March 2016 Cross Sections

Harney at Ingerson South ("Park Edge Street" *)



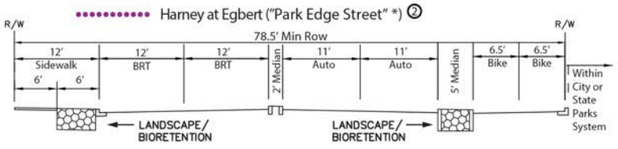
Harney at Ingerson North ("Park Edge Street" *)



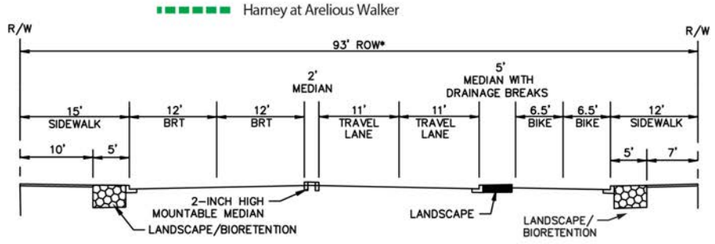
Harney at Gilman ("Park Edge Street" *)②



Harney at Egbert ("Park Edge Street" *)②

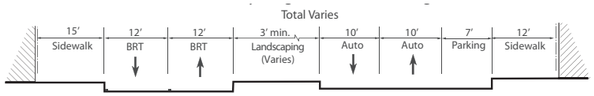


Harney at Arelious Walker

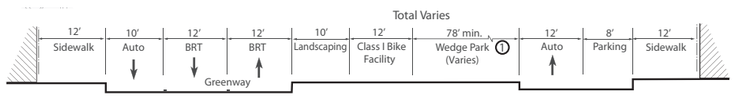


August 2010 Cross Sections

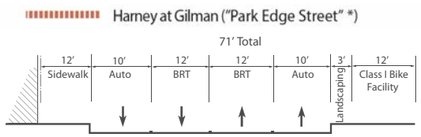
Harney at Ingerson South ("Park Edge Street" *)



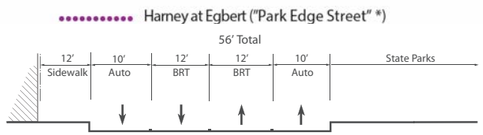
Harney at Ingerson North ("Park Edge Street" *)



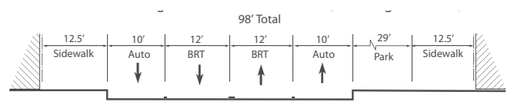
Harney at Gilman ("Park Edge Street" *)



Harney at Egbert ("Park Edge Street" *)



Harney at Arelious Walker



*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

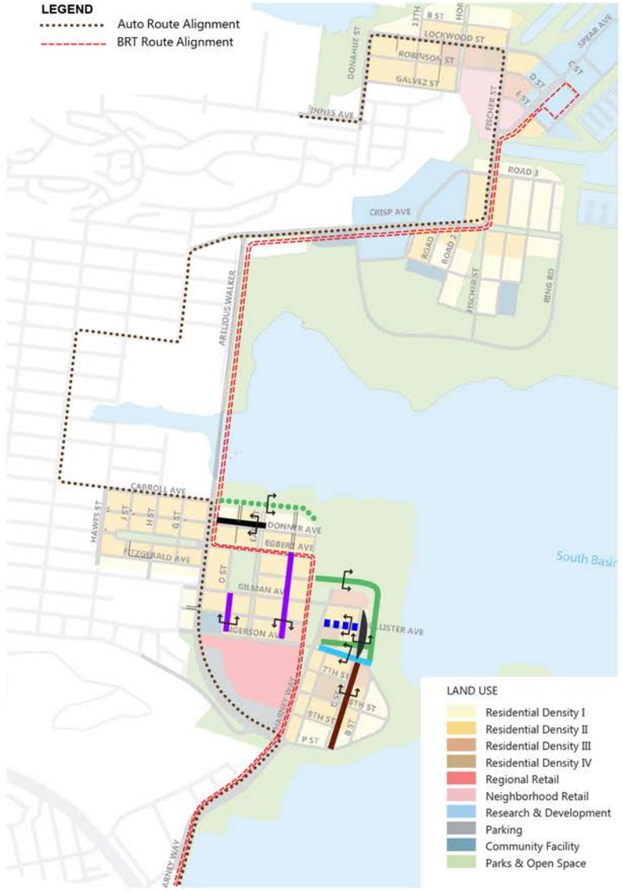
Figure 5
Comparison - Proposed Street Network
Candlestick Point Park Streets

Attachment K - Street Cross-section Changes

① Alternative to private alley could include auto access. Private alleys fronting state parks do not include building frontages on State Parks property.

② Cross-sections for alleys include 10' landscaping between buildings and multi-use paths as required in D4D for informational purposes only. This same setback is required, but not shown, in other sections, per the D4D.

③ May need to handle emergencyaccess and car turn-arounds.

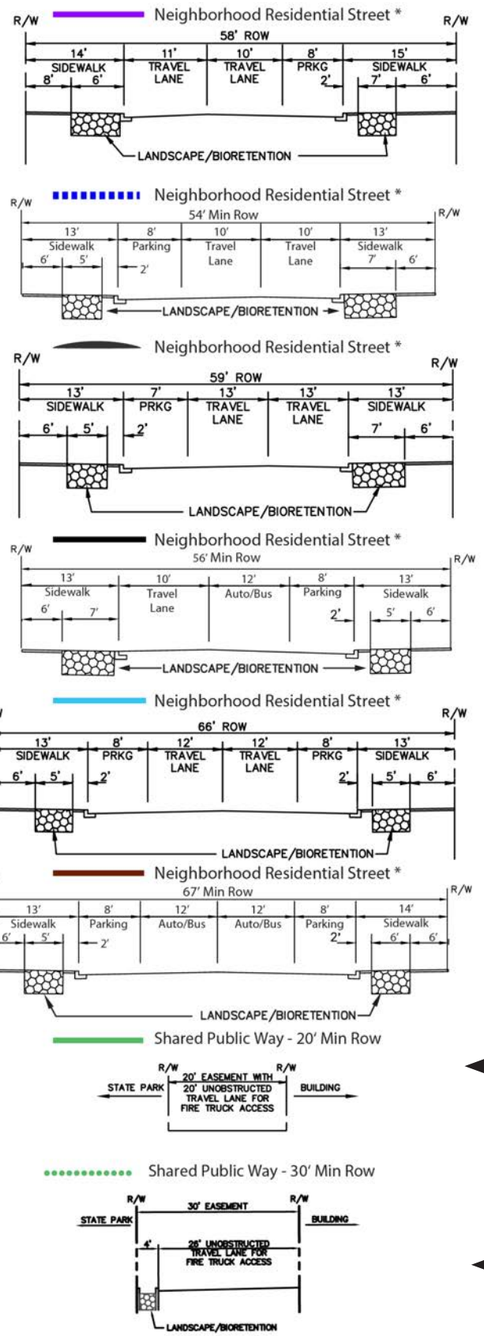


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CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

March 2016 Cross Sections



August 2010 Cross Sections

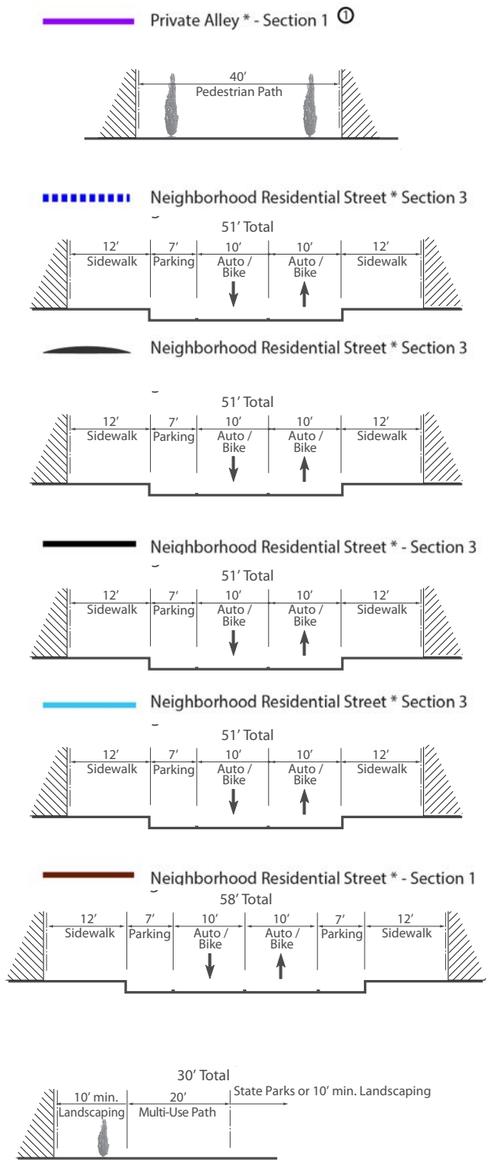
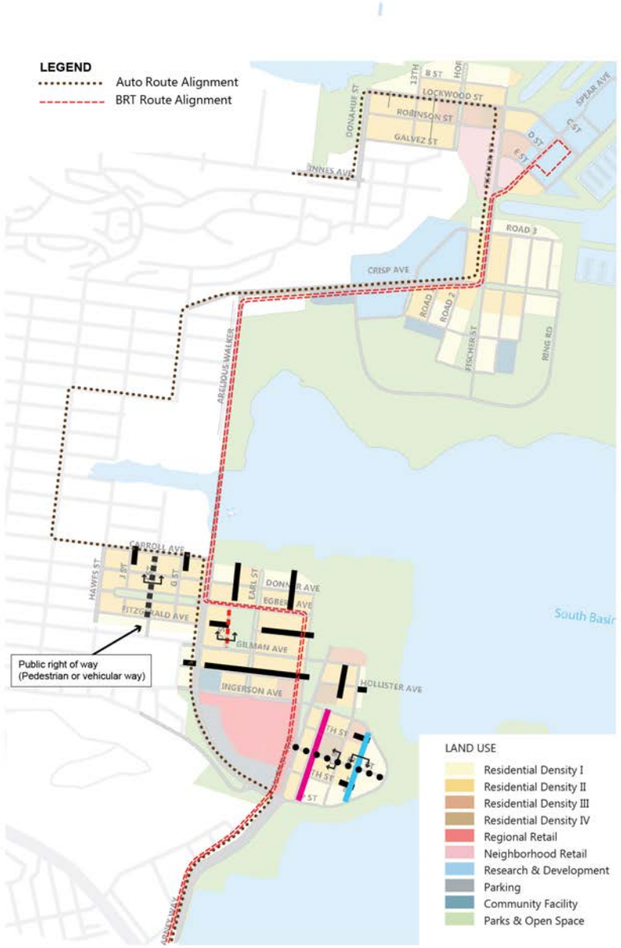


Figure 6
Comparison - Proposed Street Network
Candlestick Point Local Streets

Attachment K - Street Cross-section Changes



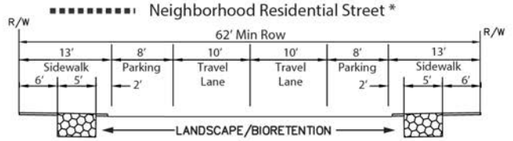
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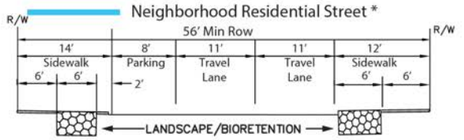
CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

March 2016 Cross Sections

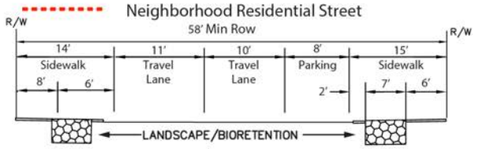
Neighborhood Residential Street *



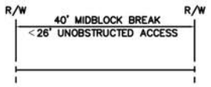
Neighborhood Residential Street *



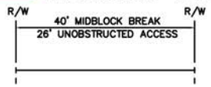
Neighborhood Residential Street



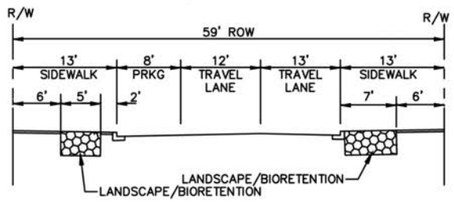
Mid-Block Break - 40' Min Row



Mid-Block Break - 40' Min Row

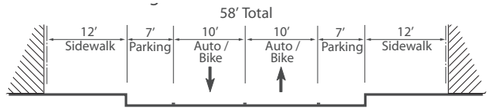


Neighborhood Residential Street *

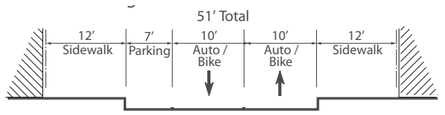


August 2010 Cross Sections

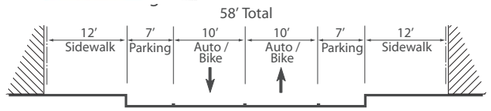
Neighborhood Residential Street * - Section 1



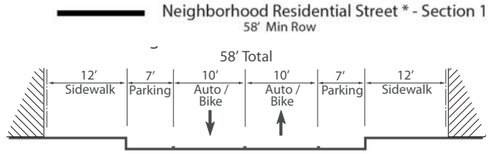
Neighborhood Residential Street - Section 3



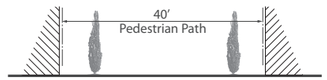
Neighborhood Residential Street * - Section 1



Neighborhood Residential Street * - Section 1



Private Alley * - Section 1 ⓘ



Neighborhood Residential Street * Section 3

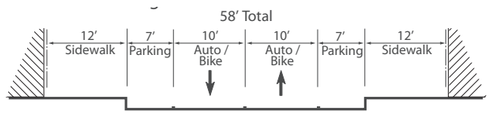
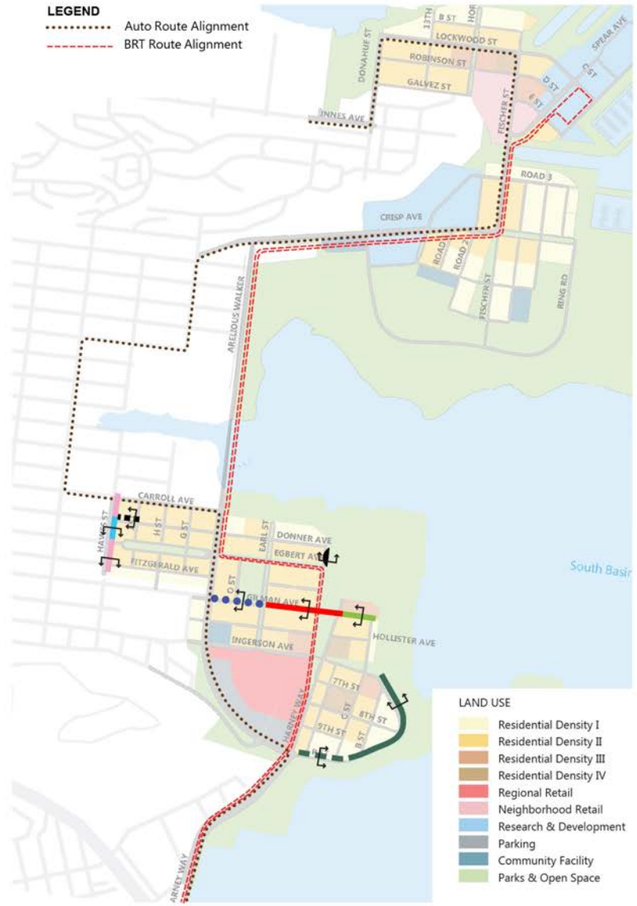


Figure 7
Comparison - Proposed Street Network
Candlestick Point Local Streets

Attachment K - Street Cross-section Changes

ⓘ For street sections fronting State Parks property, State Parks property begins at back of curb. Sidewalks may or may not be provided by State Parks.

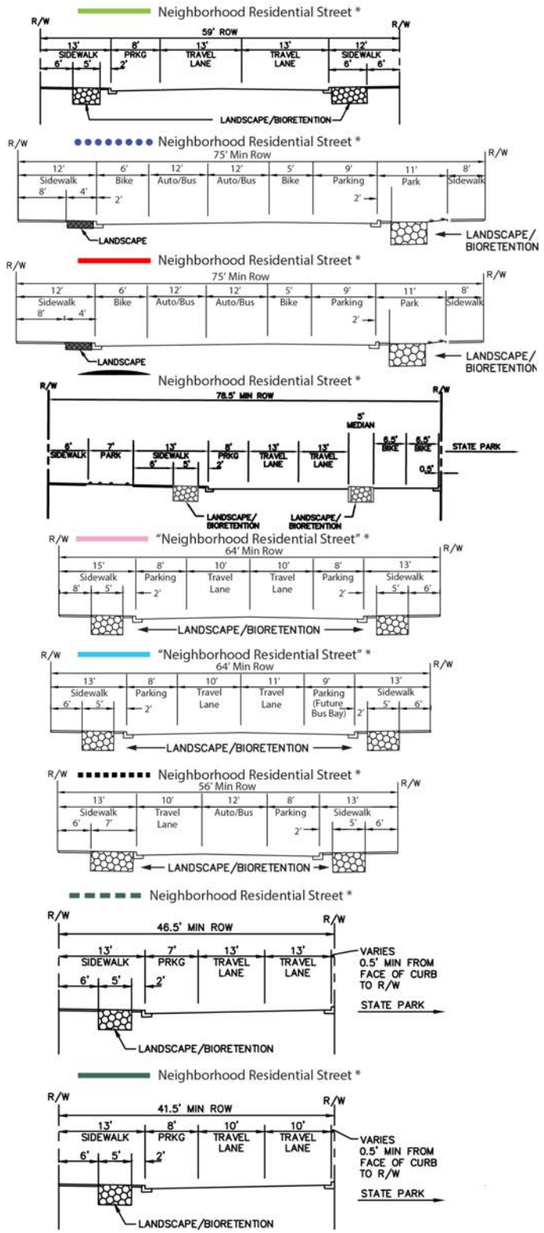


*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

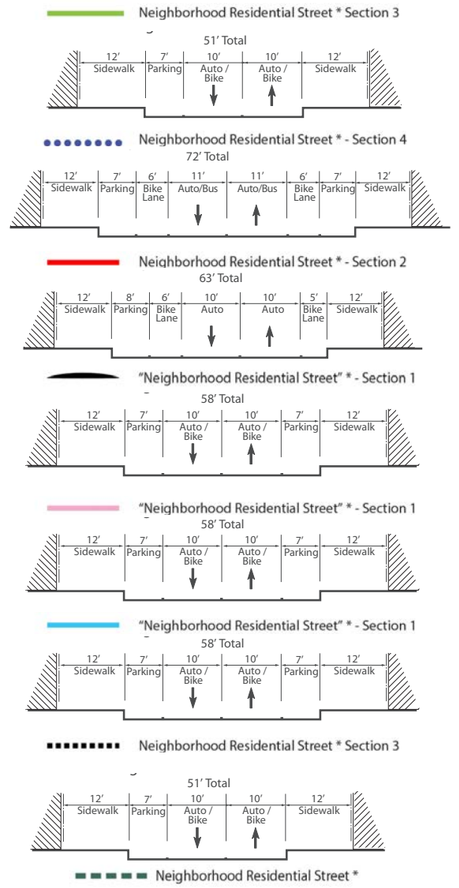
**The 2016 cross-sections of this document are substantially in conformance with Vesting Tentative Sub-Divisions Map. There is always some consideration for minor street section revisions as the design progresses from the affected City Departments

CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

March 2016 Cross Sections



August 2010 Cross Sections

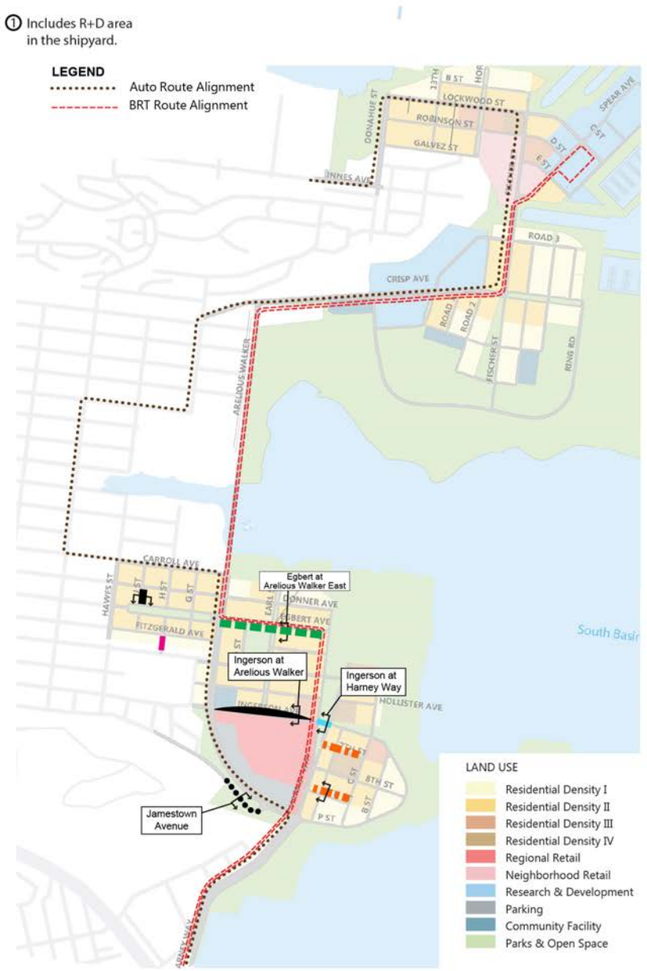


NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

Figure 8
Comparison - Proposed Street Network
Candlestick Point Local Streets

Attachment K - Street Cross-section Changes



*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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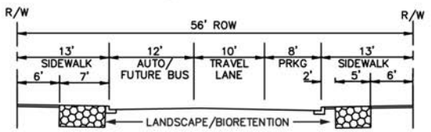
CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

March 2016 Cross Sections

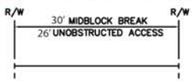
Neighborhood Residential Street *



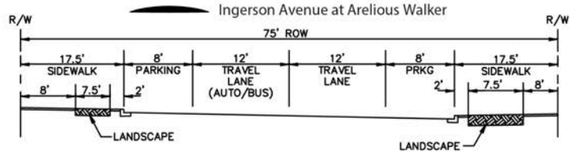
Neighborhood Residential Street *



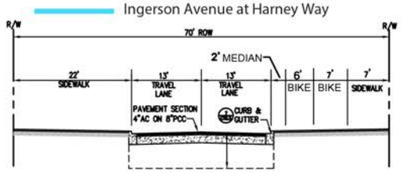
Mid-Block Break - 30' Min Row



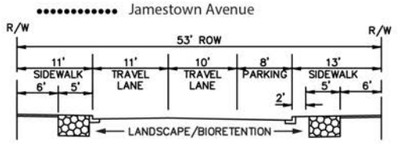
Ingerson Avenue at Arelious Walker



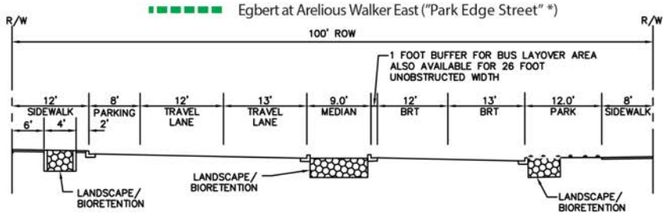
Ingerson Avenue at Harney Way



Jamestown Avenue

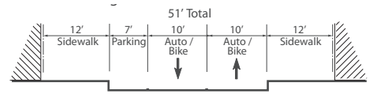


Egbert at Arelious Walker East ("Park Edge Street" *)

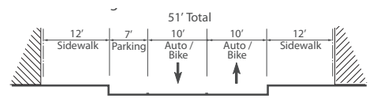


August 2010 Cross Sections

Neighborhood Residential Street * Section 3



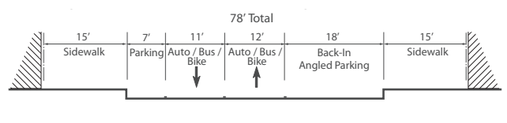
Neighborhood Residential Street *



Mid-Block Break - 30' Min Row

NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

Ingerson Avenue at Arelious Walker



Ingerson Avenue at Harney Way

NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

Jamestown Avenue

NOT INCLUDED IN AUGUST 2010 CROSS SECTIONS

Egbert at Arelious Walker East ("Park Edge Street" *)

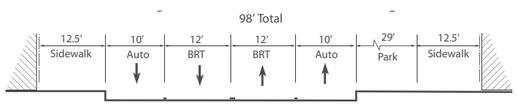
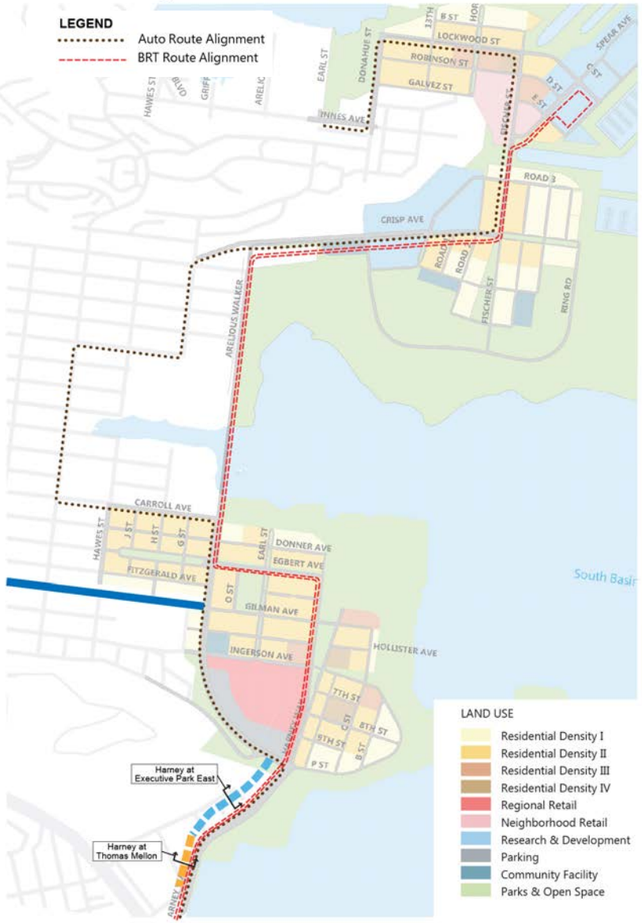
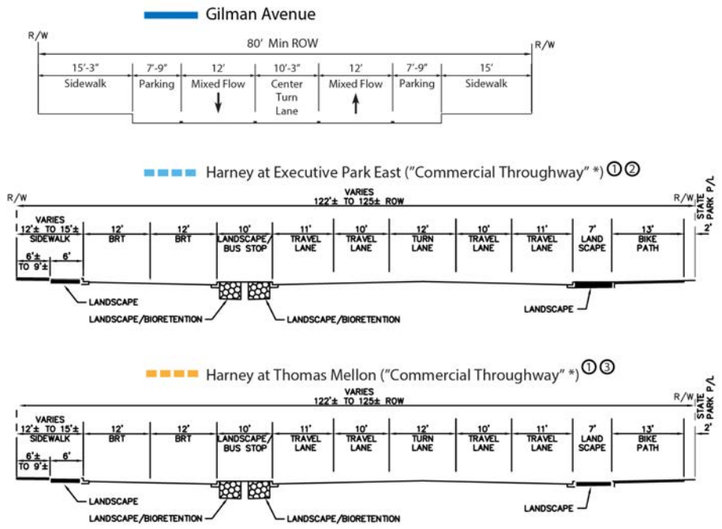


Figure 9
Comparison - Proposed Street Network
Candlestick Point Local Streets

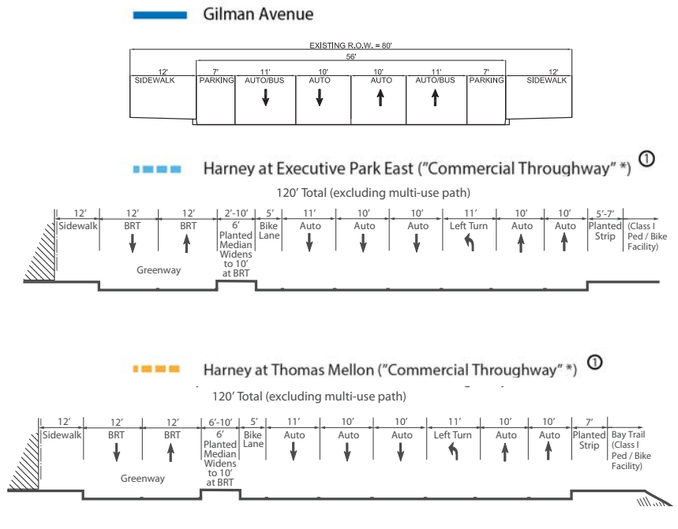
Attachment K - Street Cross-section Changes

March 2016 Cross Sections





August 2010 Cross Sections



① If necessary, the section will be reconfigured to add an additional auto lane to serve increased traffic levels.

② Median separating BRT lanes and westbound auto travel lanes narrows to 2' and center turn lane narrows to 10' to accomodate 10' max westbound right-turn lane at Executive Park Boulevard East.

③ Cross section between Thomas Mellon and Executive Park Boulevard East may be revised pending outcome of SFCTA study.

*Street type based on typology developed in the City of San Francisco Draft Better Streets Plan, June 2008

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CANDLESTICK POINT PHASE II TRANSPORTATION PLAN
Not to Scale

Figure 10
Comparison - Proposed Street Network
Candlestick Point Off- Site Improvements