March 2016 Cross Sections

Comparison - Proposed Street Network
Yosemite Slough Arterials

64' Total
Sidewalk 12'
Sidewalk 12'
80' Total
(Existing ROW = 80')
(Existing ROW = 64')
10' 10'
Auto Auto
Pkng
8'
8'
10' 10'
Auto Auto
Pkng
8'
8'
10' 10'
Auto Auto

Carroll at Ingalls
("Industrial Mixed-Use Street" *)

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

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

Legend

Auto Route Alignment
BRT Route Alignment

Carroll at Ingalls ("Industrial Mixed-Use Street" *)

1
2

10' 10'
Auto Auto

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.

Source: Fehr & Peers

Candlestick Point Development
Off-Site Roadway Improvements - Ingalls Street, Carroll Avenue, and Harney Way

Figure 2.1.6

LEGEND
Auto Route Alignment
BRT Route Alignment

Heavy dashed line denotes roadway with exclusive BRT lane(s)

SECTIONS NOT TO SCALE

Not to Scale

August 2010 Cross Sections

Carroll at Ingalls ("Industrial Mixed-Use Street" *)

Legend

Auto Route Alignment
BRT Route Alignment

Carroll at Ingalls ("Industrial Mixed-Use Street" *)

1
2

10' 10'
Auto Auto

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.

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

Legend

Auto Route Alignment
BRT Route Alignment

Carroll at Ingalls ("Industrial Mixed-Use Street" *)

1
2

10' 10'
Auto Auto

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.

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

A median separating BRT lanes and westbound auto travel lanes narrows to 2’ and center turn lane narrows to 10’ for a cumulative 12’ lane width./n

**The 2016 cross-sections of this document are substantially in conformance with Vest-ge 2-18**

---

*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

Figure 2
Comparison - Proposed Street Network
Candlestick Point Arterials
If right-of-way becomes available, this section should be constructed identically to "Earl at Egbert".

Parking

Park ends and travel lanes come together at intersections with Arelious Walker Drive and Hawes Street.

Figure 3
Comparison - Proposed Street Network
Candlestick Point Park Streets
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.

**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.
* 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.

**Note:** This diagram illustrates the cross-section changes of streets within Candlestick Point Park. The legend includes the following symbols: Auto Route Alignment, BRT Route Alignment, and Sidewalks or paths within park. The diagram is not to scale.

**Figure 5**
Comparison - Proposed Street Network
Candlestick Point Park Streets

**March 2016 Cross Sections**

**August 2010 Cross Sections**