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

Public right of way (Pedestrian or vehicular way)

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

LEGEND

- Auto Route Alignment
- BRT Route Alignment

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

Source: Fehr & Peers

Candlestick Point Development

On-Site Street Network - Local Streets

Figure 2.1.2E

Sidewalks shall increase to 15' at bus rapid transit stops and shall conform to Better Streets Plan guidelines for all other stops (typical)

For sections fronting State Parks or 10' min. landscaping

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

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.

For sections fronting State Parks, public frontage may need to handle emergency access and car turn-arounds.

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.

Refer to Transportation Plan Figure 14 for locations on this street cross-section that include Class III bicycle facilities.

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.

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4. 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.

5. Refer to Transportation Plan Figure 14 for locations on this street cross-section that include Class III bicycle facilities.