3.1 STREETS OVERVIEW

FUNCTION AND CHARACTER

Streets serve the important function of connecting places and people. Within the developed districts of Treasure Island, they are the primary place for circulation of all types. The streets are designed to provide safe, efficient, and enjoyable routes for pedestrians, cyclists, and public transportation, while efficiently directing private vehicles to parking destinations. Streets also are corridors for utility infrastructure, emergency vehicle access, and wildlife.

Just as important is the street’s role in the daily life of people living on Treasure Island and Yerba Buena Island, and the visitor’s experience. It is an address, a setting outside the window, where the dog is walked, and where a neighborly conversation takes place. Streets are the primary place for vibrant urban life in the Island Core, and routes out to the island’s expansive destination parks.

Treasure Island and Yerba Buena Island streets are designed with equal attention to their function and their character, to comprise a pragmatic and efficient, diverse and delightful street network.

NEW ON-SITE STREETS

Although several of the streets on Treasure Island will fall into a footprint of an existing street, all streets will be reconfigured and re-built. The design of the streets will comply with DPW and PUC standards, including curb and gutter, street grade, and utility placement.

STREET AND BLOCK PATTERN

Treasure Island’s unconventional street grid is designed to increase access to sunlight and views while minimizing the effects of wind on neighborhood public spaces. A conventional orthogonal street grid would have resulted in cross streets opening directly to prevailing westerly winds that flow through the Golden Gate and blow unimpeded across the Bay.

As a result, Treasure Island’s street pattern features a unique non-orthogonal grid that maximizes solar access to streets and open spaces while protecting them from the prevailing west winds. The angled streets across the island align with views to the San Francisco skyline. In the Island Core, where several historic buildings are retained and preserved, the existing right-angle street grid is retained. The two grids intersect along the existing California Avenue.
FIGURE 3.1 TREASURE ISLAND STREETS AND PARCELS

SUB-PHASE APPLICATION 3: SUB-PHASES 1A, 1D, 1F, 1G, 1H, 1I