3.4 STREET DESIGN

STREET FAMILIES

Treasure Island Streetscape Designs describe the key elements and criteria necessary to guide design advancement for each street type, to ensure that its functional performance and essential aesthetic qualities are achieved through future phases of design and implementation.

Treasure Island streets are grouped into twelve categories, “families”, which are comprised of both typical conditions and special conditions. Design intent for “prototypical blocks” for each family is described with cross-sections and annotated illustrative plans.

These designs control essential aspects of the street design and allow proper flexibility for development and refinement in future design phases.

DESIGN GUIDELINES

Travel Lanes - To ensure a safe, pedestrian scale environment, travel lanes are established to meet the minimum requirements. Typical vehicular lanes (cars only) are designed at ten feet widths. At instances where a bus or shuttle is traveling one way only, two eleven foot lanes are provided. On California Avenue – shuttles and/or buses are two-way, in which two twelve foot lanes are provided. Any deviations to the criteria established are to meet the San Francisco Fire Department access requirements, which are illustrated in further detail in the Streetscape Master Plan.

Bike Lanes - Bicycle accommodations vary throughout the island. The primary Class 1 loop encircling the island is typically twelve feet wide for two-way cycle flows. As established in the Design for Development document, five foot wide Class II travel lanes are provided for on-street biking. This dimension around the island has been increased to six feet where possible to protect cyclists from passengers entering or existing parked cars. The Class 3 bike routes shall be striped according to City standards indicating a “Sharrow” painted on the street indicating a shared bike and vehicle facility.

Sidewalks - One major goal for the islands’ development is to maximize walkability, and sidewalks are one key factor of that goal. The total width of the sidewalk includes a Furnishing Zone and a Throughway Zone. The Throughway Zone is designated as the clear path of travel. The Furnishing Zone is directly adjacent to the curb, may be paved or planted, and includes elements such as light poles and benches. Although it is not unobstructed, the furnishing zone greatly adds to the overall scale of the public realm and ranges from four feet to eight and a half feet wide. To ensure that pedestrians can easily and comfortably navigate the island, throughway sidewalks are designed as six feet minimum and span up to nine feet at special conditions.
STREET FAMILIES

FIGURE 3.6 MAJOR PHASE 1 STREET FAMILIES
The single point of entry to Treasure Island, Palm Drive is a bustling, world-class urban space whose street is continuous with grand plazas on either side, in front of the Ferry Building and Historic Building 1. It comprises an important segment of the Intermodal Transit Loop.

- Palm Drive is the single point of entry to Treasure Island for all modes of arrival.
- Palm Drive’s sidewalks are continuous with grand plazas on either side, in front of the Ferry Building and historic Building 1.
- Palm Drive comprises an important segment of the Intermodal Transit Loop, with Island Shuttle and bus stops in front of the Ferry Building.
- A wide midblock crossing provides a direct, axial pedestrian connection from the Ferry Building to Building 1.

FIGURE 3.7 PALM DRIVE SECTION

FIGURE 3.8 PALM DRIVE ILLUSTRATIVE PLAN
**CLIPPER COVE AVENUE**

On the south edge of the island with views and access to the active marina, Clipper Cove Avenue is a busy, mixed-use street contiguous with Clipper Cove Promenade, with a westbound bike lane and eastbound buses.

- The south sidewalk is continuous with Clipper Cove Promenade and shall be designed in coordination with that public space.
- In the bus drop off zone, streetscape elements and paving treatments shall be coordinated with transit activity to maximize safety, efficiency, and comfort for transit users and other pedestrians.

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**FIGURE 3.9 CLIPPER COVE AVE SECTION**

**FIGURE 3.10 CLIPPER COVE AVE ILLUSTRATIVE PLAN**
California Avenue is the primary east-west circulation street on Treasure Island, leading pedestrians, cyclists, transit riders, and drivers alike to various destinations. A key street for orientation, it features a grand, formal alley of large trees and lush planting.

- Both sides of the street feature a formal planting pattern and alley of large trees.
- Historic Building 3, is set close to the edge of the California Avenue right-of-way. To the west, the large B2 surface parking area abuts the street. The streetscape design shall provide a continuous and uniform street edge, despite the varied conditions along its length.
Mixed commercial streets in the retail core of the island, Treasure Island Village Streets connect California Avenue to Clipper Cove. They feature wide sidewalks with space for sidewalk dining, ample bike parking, and transit stops on Avenue D.

- As part of the Treasure Island Village Retail Core, Avenue D features alternate/enhanced sidewalk paving and special street lights.
- Avenue D connects California Avenue to Clipper Cove Avenue, and leads people from both streets to the Retail Main Street. It shall be designed with visual cues to foster these connections.
- Special roadway paving at Retail Main Street intersection. See plan.
- Avenue D is part of the Intermodal Transit Loop, with active bus and shuttle stops along its east side. Streetscape elements and paving treatments shall be coordinated with transit activity to maximize safety, efficiency, and comfort for transit users and other pedestrians.
- The Block B2 Retail Alley entry shall be coordinated with parking and tree spacing on Avenue G.
Mixed commercial streets in the retail core of the island, Treasure Island Village Streets connect California Avenue to Clipper Cove. They feature wide sidewalks with space for sidewalk dining, ample bike parking, and transit stops on Avenue D.

- As part of the Treasure Island Village Retail Core, Avenue C features alternate enhanced sidewalk paving and special street lights.
- Avenue C connects California Avenue to Clipper Cove Avenue, and leads people from both streets to the Retail Main Street. It shall be designed with visual cues to foster these connections.
- Special roadway paving at Retail Main Street intersection.
Mixed commercial streets in the retail core of the island, Treasure Island Village Streets connect California Avenue to Clipper Cove. They feature wide sidewalks with space for sidewalk dining, ample bike parking, and transit stops on Avenue D.

- Adjacent parcels—Building 3 to the west, and the Sailing Center to the east—have broad setbacks with planting areas. The Sailing Center’s driveways shall be coordinated with parking and tree spacing on Avenue G.
- The Block B3 Retail Alley entry shall be coordinated with parking and tree spacing on Avenue G.
RETAIL MAIN STREET

The center of urban activity and an important destination on the island, the Retail Main Street is a vibrant, social block in the middle of Treasure Island Village. It is designed for bustling retail activity and frequent special events, and features special flexible “lounge” areas for gathering and dining.

- Treasure Island’s main shopping street and the central public space of TI Village.
- Pedestrian priority street (low speed vehicle traffic, passenger loading, and minimal parking).
- Connects Block B1 shopping to Building 2.
- City street is privately maintained and managed.
- Street lounges provide expanded flexible areas for gathering and dining.
- Street lounges may be “hosted” by adjacent businesses during operating hours.
- The street is designed to be closed to traffic during regular and special events.
- Enhanced, high quality and special sidewalk materials, furnishings, and other elements promote Retail Main Street as a unique destination.