AVENUE C - SOUTH

The primary north-south circulation street on the island and spine of the Cityside neighborhood, Avenue C offers bike lanes and transit service, and enhanced sidewalk materials for pedestrians to enjoy. It is broad and lush, with large trees in midblock bulb-outs.

- The key design concepts for Avenue C South are the same as for Avenue C North.
- The Job Corps (east) side of the street does not have a parking lane or midblock bulb-outs. It features a continuous planting area in the furnishing zone.
- Along the Job Corps property line, the right-of-way includes a second continuous planting area, variable in width.
- The Job Corps buildings are set back from street significantly. The streetscape design shall provide a continuous and uniform street edge, despite the varied conditions along its length.

**FIGURE 3.21 AVENUE C SOUTH SECTION**

**FIGURE 3.22 AVENUE C SOUTH ILLUSTRATIVE PLAN**
Shared Public Ways are charming and idiosyncratic residential alleys that prioritize pedestrian use of the entire right-of-way while allowing occasional slow moving vehicles local access to the residential buildings fronting onto them. They are designed to promote social neighborly activity.

- It is conceived as the primary pedestrian route through the Cityside neighborhood, from the north side of the island to Treasure Island Village and the Intermodal Transit Hub.
- Encroachment into the edges of the Shared Public Way is encouraged.
- Standards for streetscape elements such as paving, lighting, and sidewalk furniture ensure continuity for the entire length of the street and cohesion of its several blocks.
- Other elements such unique seating features, planting areas, and future modifications by the vertical developers of adjacent parcels create diversity, variety, and richness to give the Shared Public Way a singular character that may accrue over time.
The quiet, residential streets of the Eastside neighborhood have large planting areas and midblock bulb-outs to foster a unique garden identity for the district. They feature enhanced materials and special neighborhood trees.

- Garden Streets are distinctly lush, with ample planting areas and informal seating associated with planting. They should be designed to maximize their garden character and foster a truly unique neighborhood identity.
- Varied understory plantings and mixed street tree species support a visually and ecologically rich environment.
- Sidewalk furnishings shall be considered and applied judiciously to support the quiet, garden character of the Eastside neighborhood.

**FIGURE 3.25  PROTOTYPICAL EASTSIDE NEIGHBORHOOD GARDEN STREET SECTION**

**FIGURE 3.26  PROTOTYPICAL EASTSIDE NEIGHBORHOOD GARDEN STREET ILLUSTRATIVE PLAN**
Located at the edge of the island’s development, Perimeter Streets define the urban edge between neighborhood residential parcels and the expansive shoreline open space of Treasure Island. They offer generous bike paths and open views across the Bay. There is no pedestrian path within the ROW of this street. Pedestrian traffic will be accommodated in the adjacent park (Cityside Park).

- The roadway includes a mountable 5’ wide paving strip with mountable curb, to accommodate fire truck clearance requirements.
- The continuous 8’ planting area along the east side of the right-of-way may be encroached by adjacent developments for paths and patios. Development plans shall be reviewed and approved by TICD and City.
Oriented and designed to maximize sun and buffer prevailing winds, Windrow Streets are an iconic Treasure Island neighborhood street type. Asymmetrical and lush, with large windrow trees on the north side, they extend from Cityside Park to the residential blocks, and connect to windrow paths through the eastern parks.

- North side trees and planting create strong windrow identity and visual connection through cross streets, from Cityside Park to the Wilds.
- Alternate/enhanced paving in the furnishing zone
- Special condition at Share Public Way intersections.