

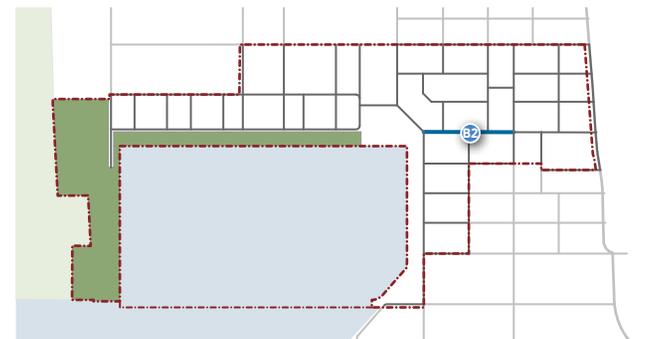
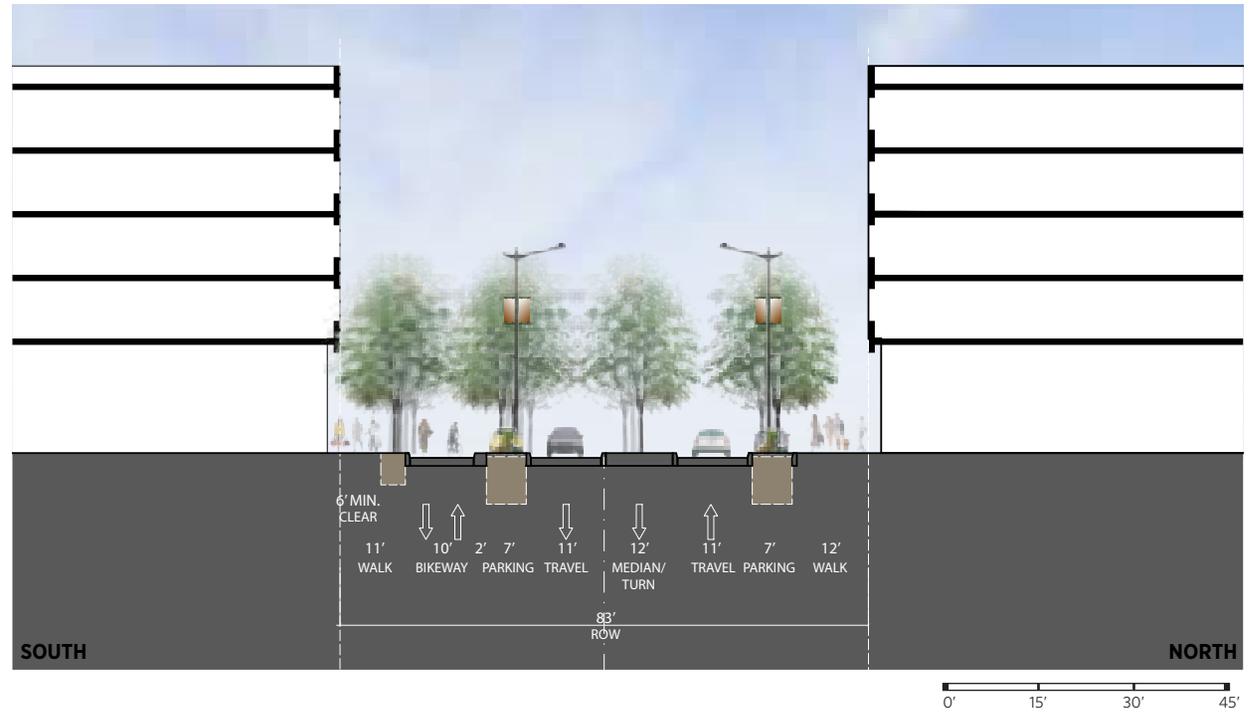
RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION FACILITIES

B2. Ralph Appezato Memorial Parkway Extension - 83'

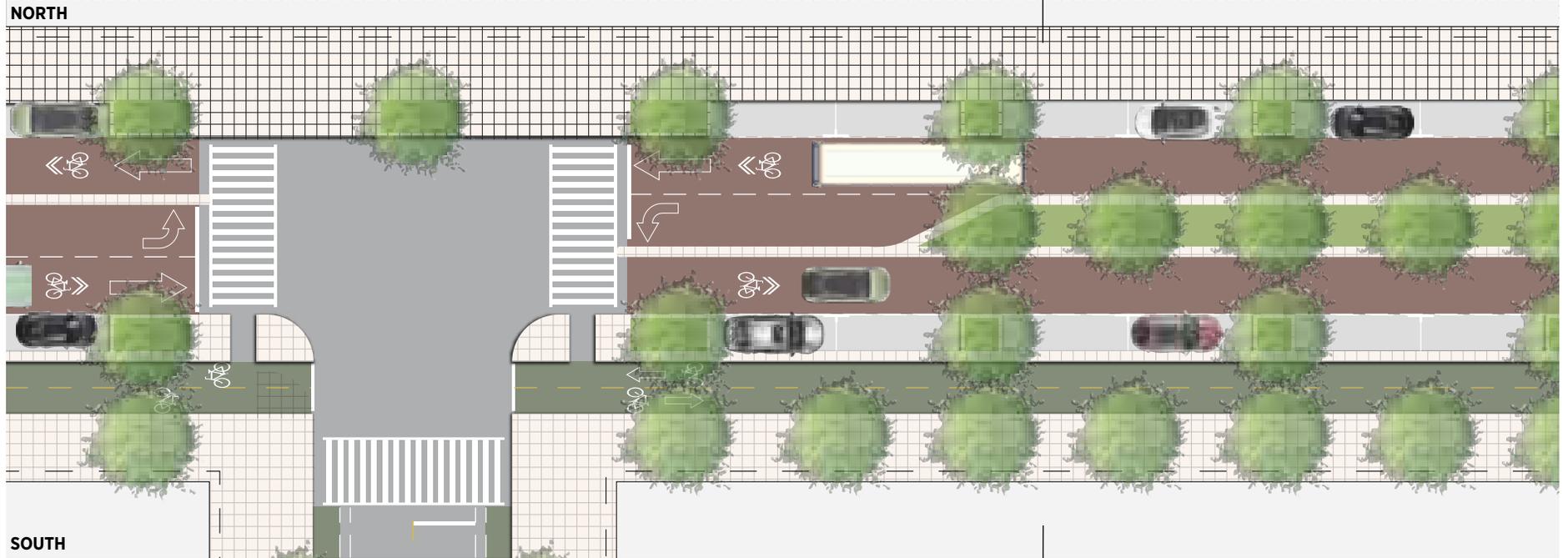
Designation	Regional Arterial
Transit Priority	Primary
Bike Facilities	1A
Truck Route	No
Setback	No

Notes:

RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION CROSS-SECTION



NORTH

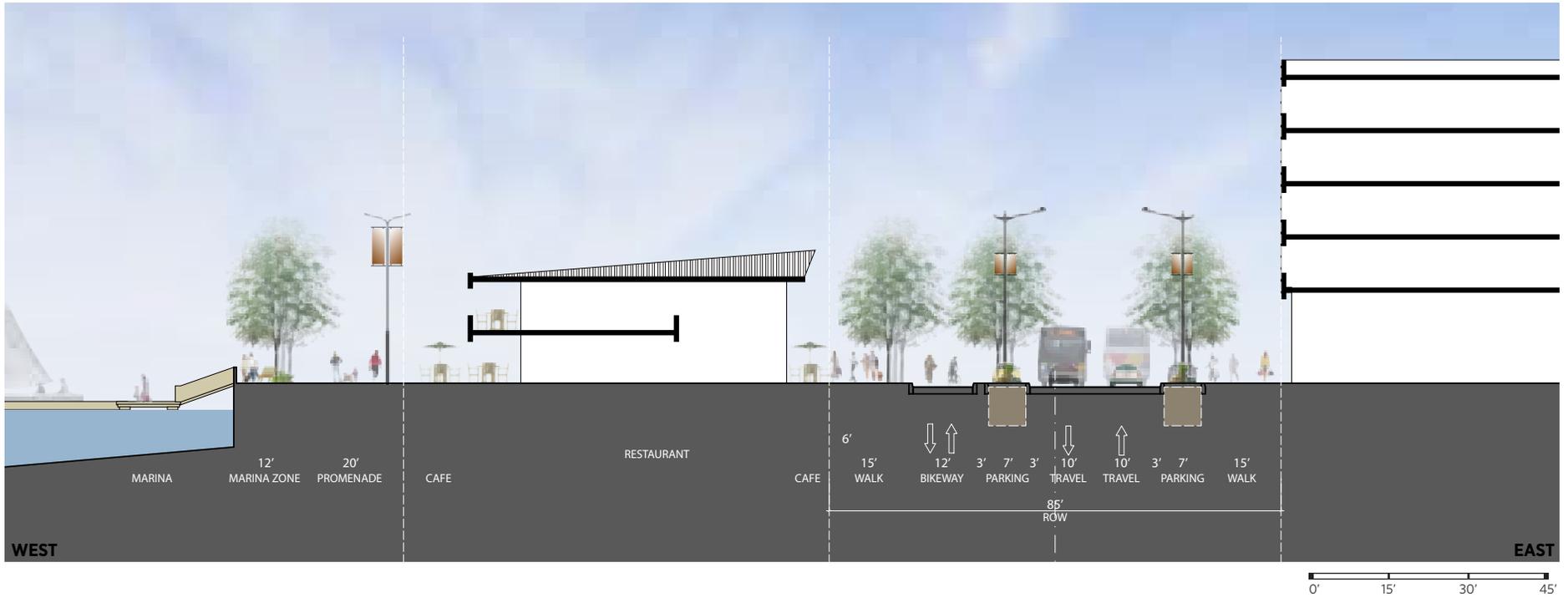


SOUTH

B2



FERRY POINT ROAD CROSS-SECTION



C. Ferry Point Road - 85'

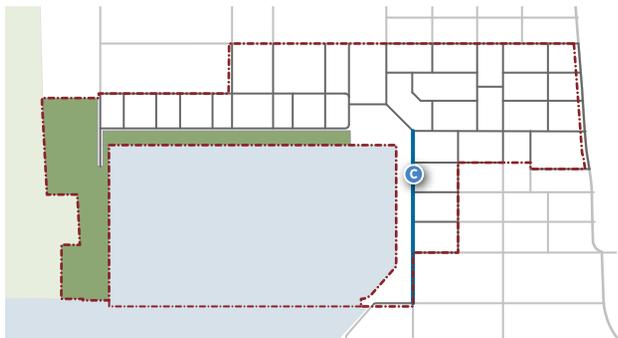
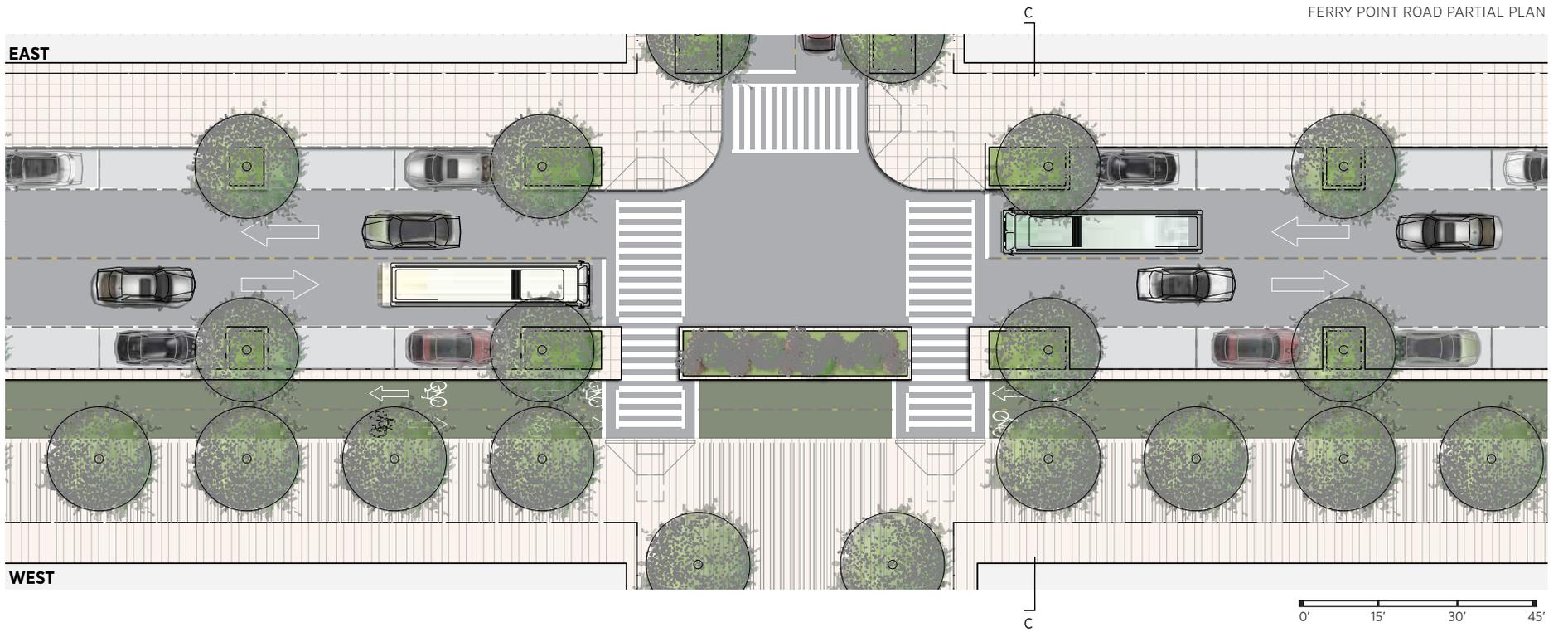
Designation	Local Street
Transit Priority	Primary
Bike Facilities	1A
Truck Route	No
Setback	

Notes: Width does not include Waterfront Development Areas or Promenade. 13' Travel lanes to be stripped as 10' lanes with buffers.

C. FERRY POINT ROAD

Along the east edge of the Seaplane Lagoon, Ferry Point Road is envisioned as the primary retail, entertainment, and dining corridor of Alameda Point. This section of the street connects the main entry along Ralph Appuzzato Memorial Parkway and the Town Center with the Ferry Terminal and Enterprise District to the south. Ferry Point Road is designed primarily for transit, bike and pedestrian

use, with on-street parking interspersed by tree-wells to buffer a bikeway and wide sidewalks for café seating and other outdoor furnishing.



PAN AM WAY FACILITIES

D. Pan Am Way - 73'	
Designation	Island Collector
Transit Priority	Primary Secondary
Bike Facilities	2A
Truck Route	Yes
Setback	

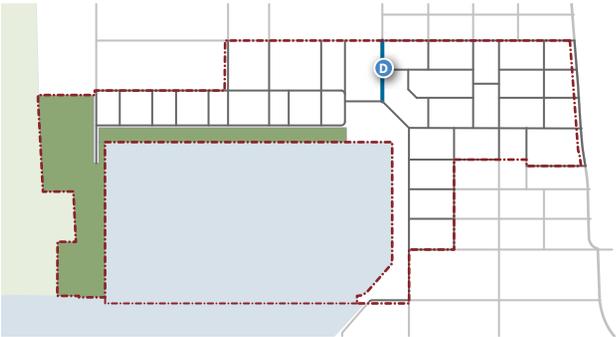
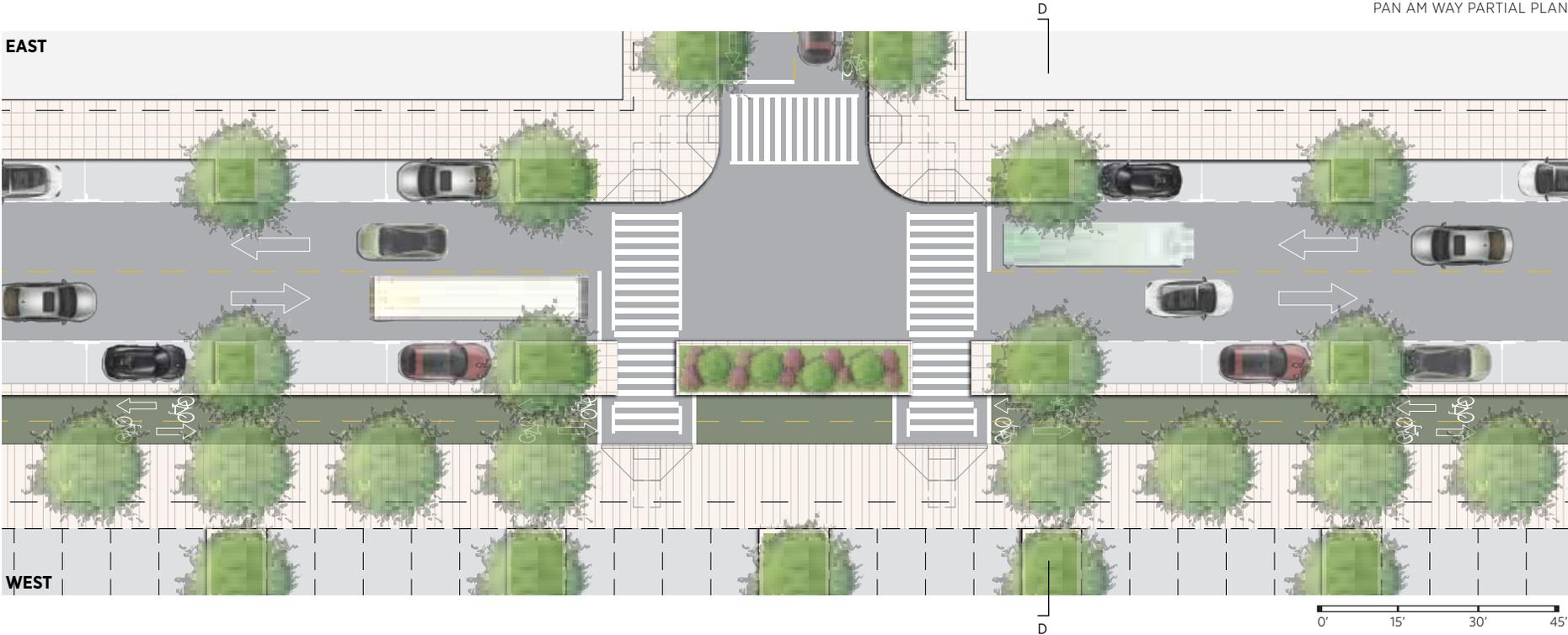
Notes: 13' Travel lanes to be striped as 10' lanes with buffers.

D. PAN AM WAY

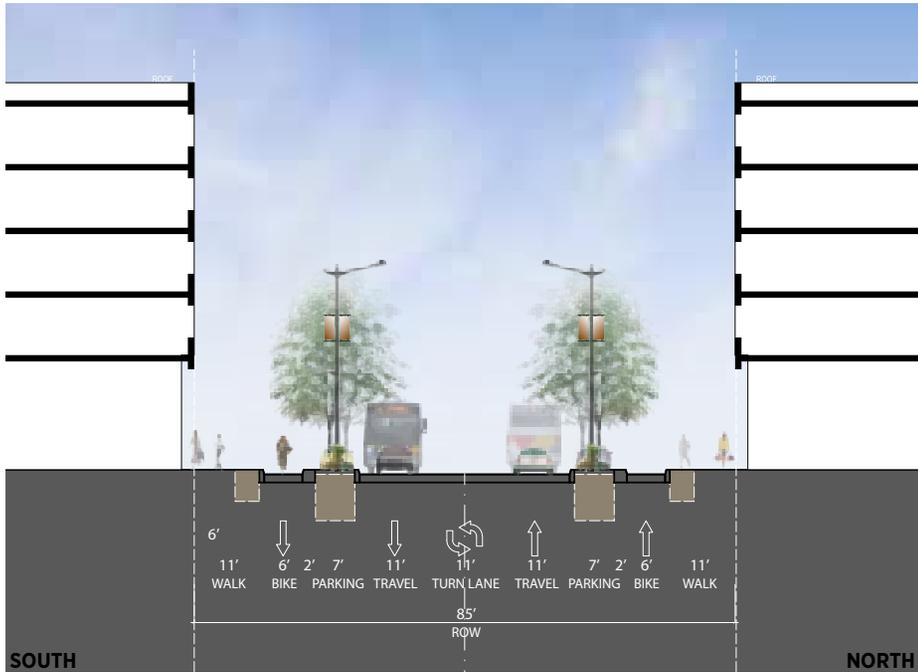
From the intersection of Ferry Point Road and Ralph Appezzato Memorial Parkway, extending from the Town Center to the north edge of Alameda Point, Pan Am way is similarly designed for transit, bike and pedestrian use, with on-street parking interspersed by tree-wells to calm traffic and buffer a bikeway and sidewalks. Where adjacent building heights require 13' lanes for emergency access, these lanes will be striped at 10' to reduce traffic speeds. On the west side of the street, where building setbacks in the historic districts allow, surface parking may be incorporated, according to the guidelines for surface lots detailed in Chapter 5.

PAN AM WAY CROSS-SECTION

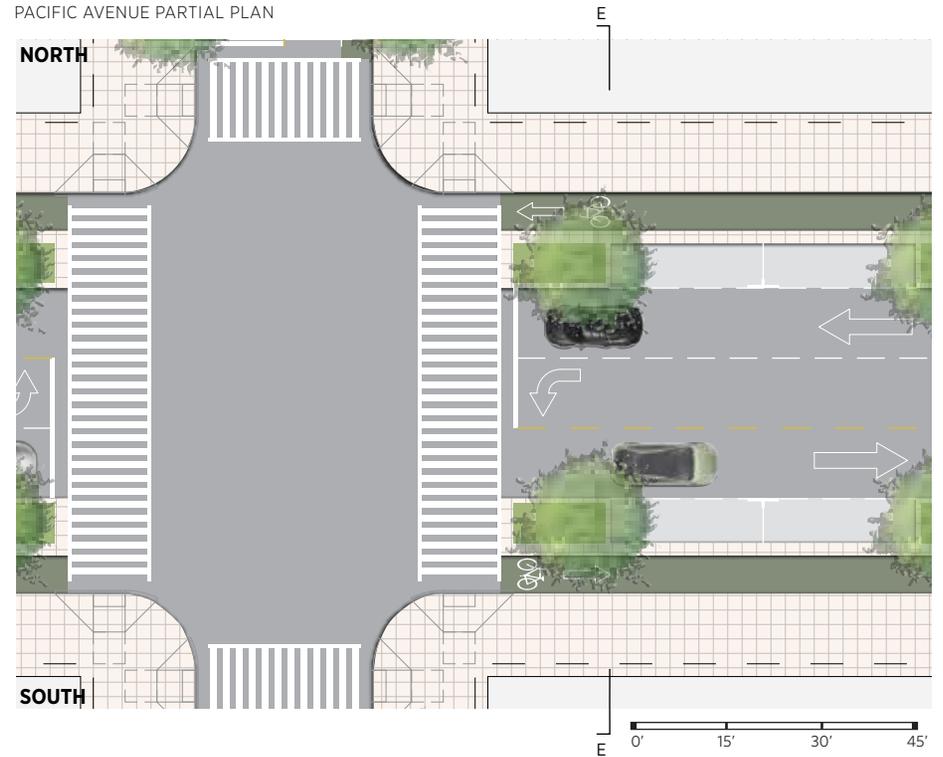




PACIFIC AVENUE CROSS-SECTION



PACIFIC AVENUE PARTIAL PLAN



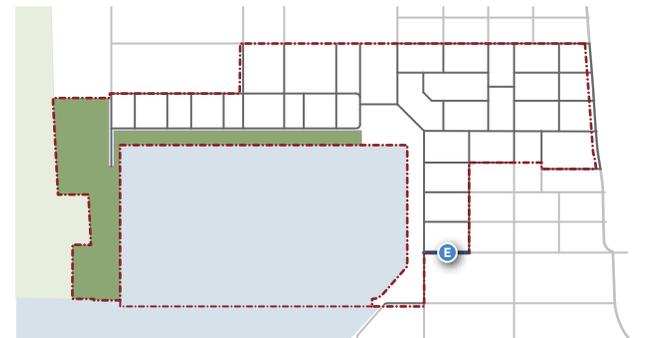
E. Pacific Avenue - 85'

Designation	Island Arterial
Transit Priority	Primary
Bike Facilities	2A
Truck Route	Yes
Setback	

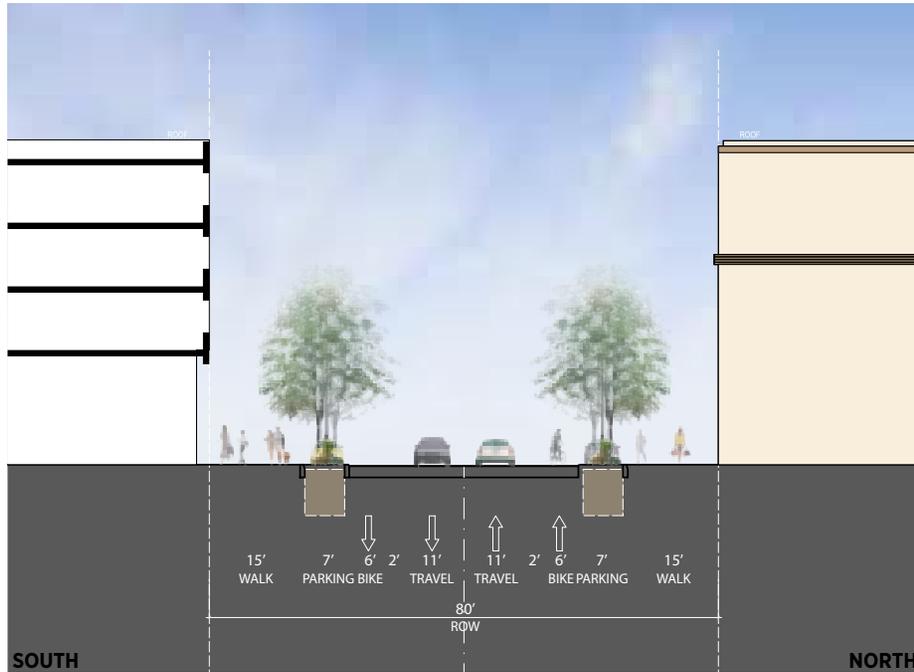
Notes:

E. PACIFIC AVENUE

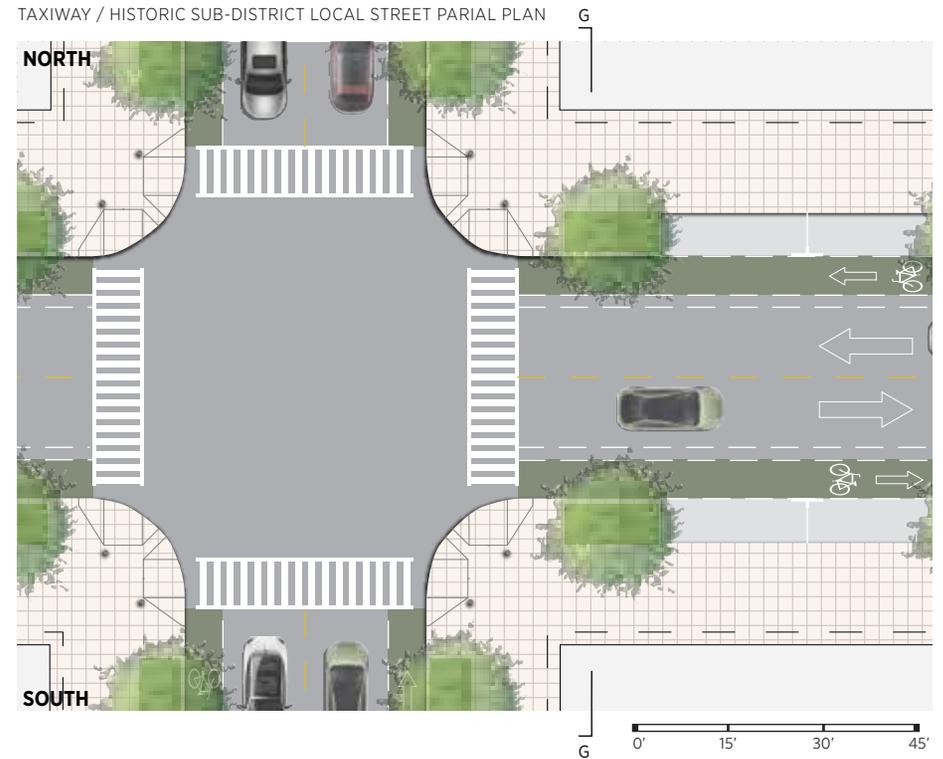
At the southern edge of the Town Center, between Main Street and Ferry Point Road, Pacific Avenue provides access to the Enterprise District and Ferry Terminal. Designed to accommodate multiple functions while moderating vehicular speeds, Pacific Avenue features one travel lane in each direction for passenger vehicles, transit, and trucks, as well as a turn lane to allow distribution of traffic to the north and south. Protected bike lanes on both sides of the street provide easy connection to the waterfront.



TAXIWAY / HISTORIC SUB-DISTRICT LOCAL STREET CROSS-SECTION



TAXIWAY / HISTORIC SUB-DISTRICT LOCAL STREET PARIAL PLAN



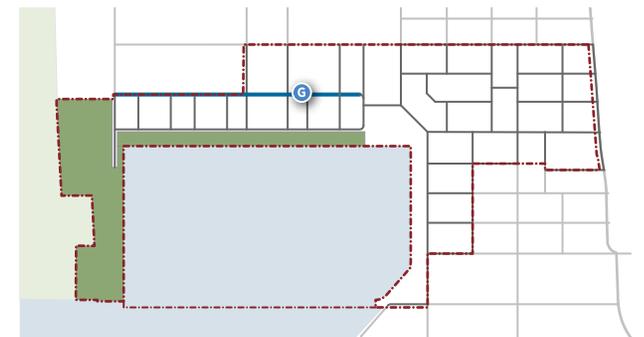
G. Taxiway / Historic District Local Street - 80'

Designation	Local Street
Transit Priority	-
Bike Facilities	2B
Truck Route	No
Setback	

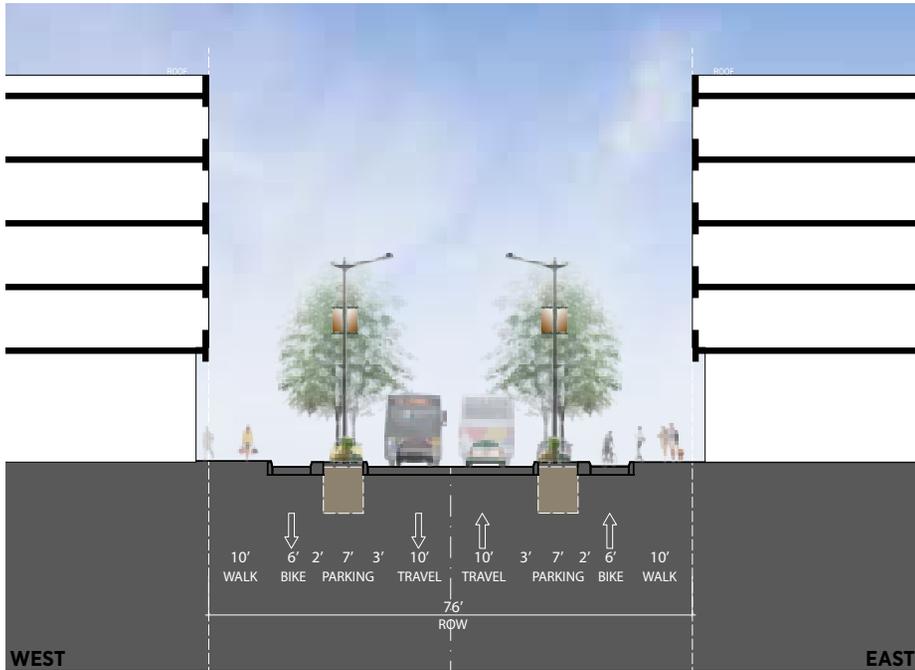
Notes:

G. TAXIWAY / HISTORIC DISTRICT LOCAL STREETS

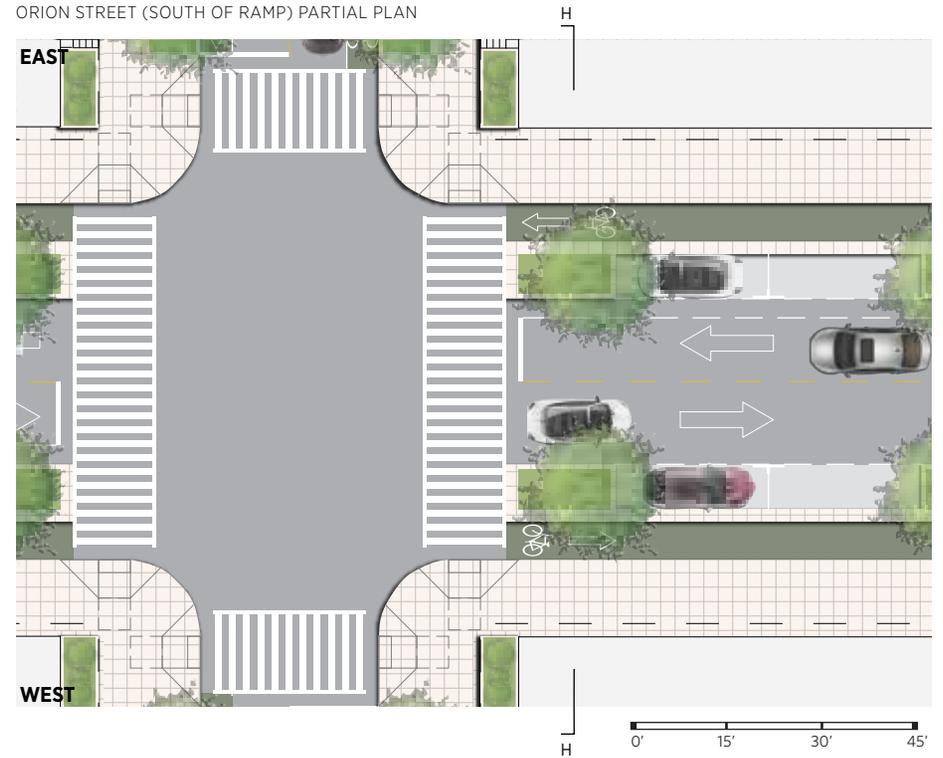
Along the north edge of the Seaplane Lagoon, within the Historic District, a network of wider low or no-curb local streets recall the defining flat character of the historic taxiway, and maintain view corridors east and west. Generous sidewalks yield an open feel, while bike lanes maintain free access for cyclists.



ORION STREET (SOUTH OF RAMP) CROSS-SECTION



ORION STREET (SOUTH OF RAMP) PARTIAL PLAN



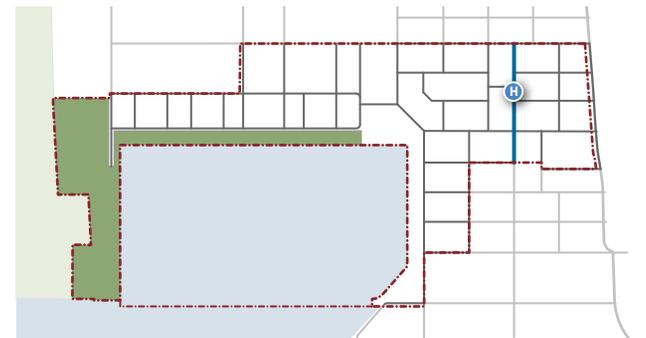
H. Orion Street (South) - 74'

Designation	Island Collector Local Street
Transit Priority	Secondary
Bike Facilities	2A
Truck Route	No
Setback	

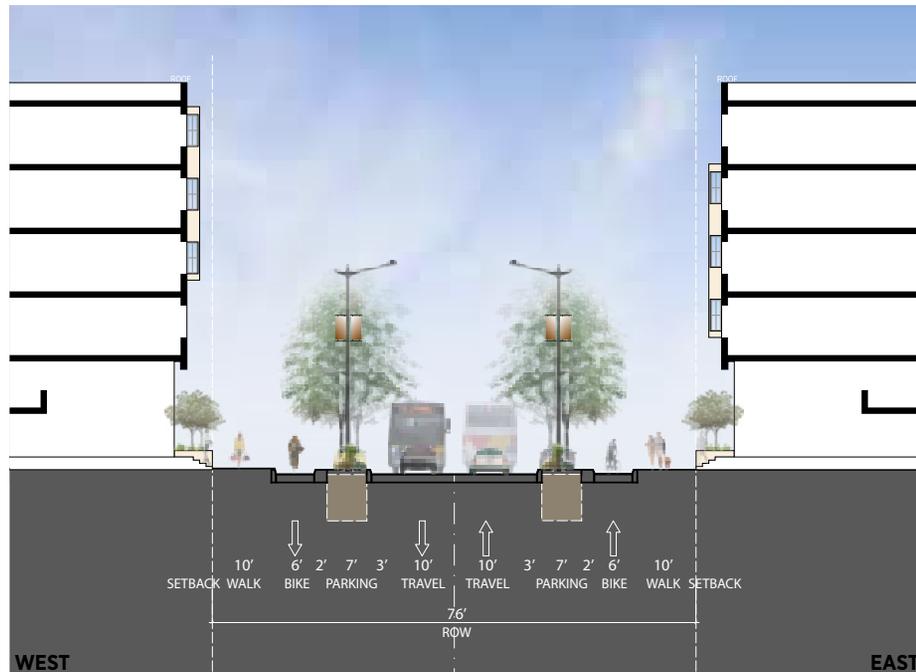
Notes: 13' Travel lanes to be striped as 10' lanes with buffers.

H. ORION STREET (SOUTH)

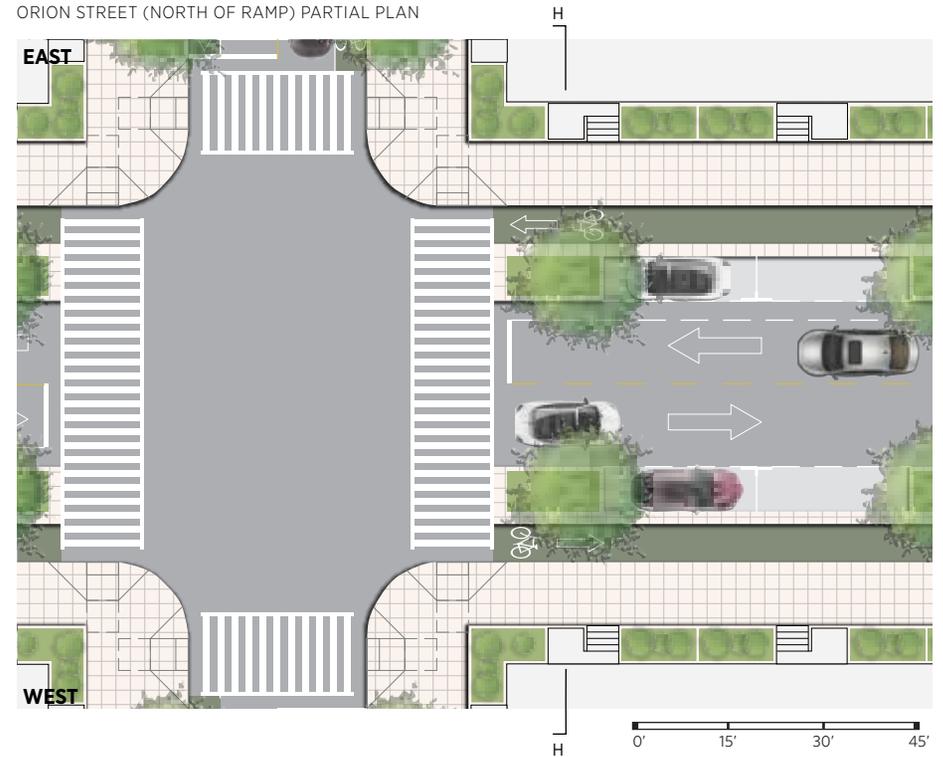
Within the Town Center, Orion Street South provides an important island collector, linking to the Enterprise District. This street is design to fill multiple functions while moderating traffic speeds. Bike access is provided through protected bikeways buffered from traffic by on-street parking interspersed with tree-wells and stormwater-managing rain gardens. Where adjacent building heights require 13' lanes for emergency access, these lanes will be striped at 10' to reduce traffic speeds.



ORION STREET (NORTH OF RAMP) CROSS-SECTION



ORION STREET (NORTH OF RAMP) PARTIAL PLAN



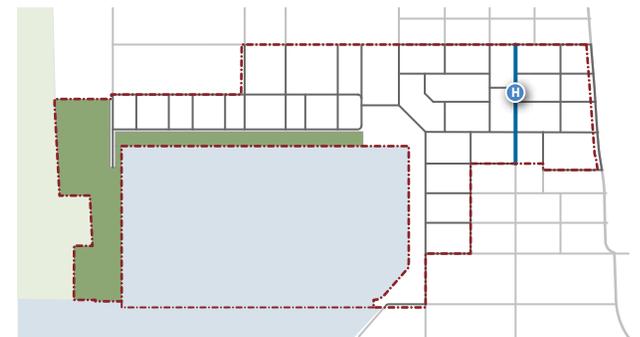
H. Orion Street (North) - 74'

Designation	Local Street
Transit Priority	Secondary
Bike Facilities	2A
Truck Route	No
Setback	

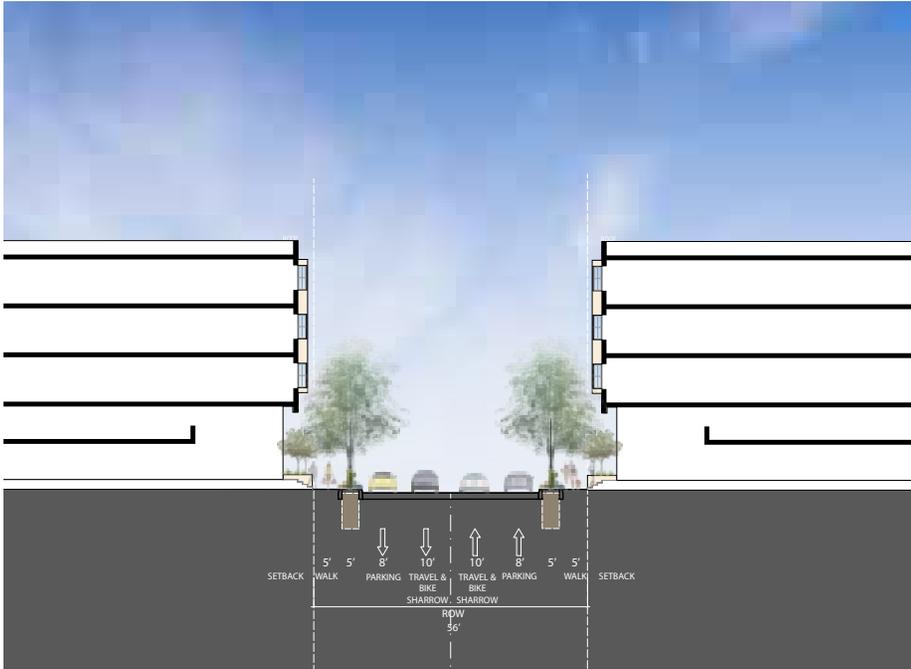
Notes: 13' Travel lanes to be stripped as 10' lanes with buffers.

H. ORION STREET (NORTH)

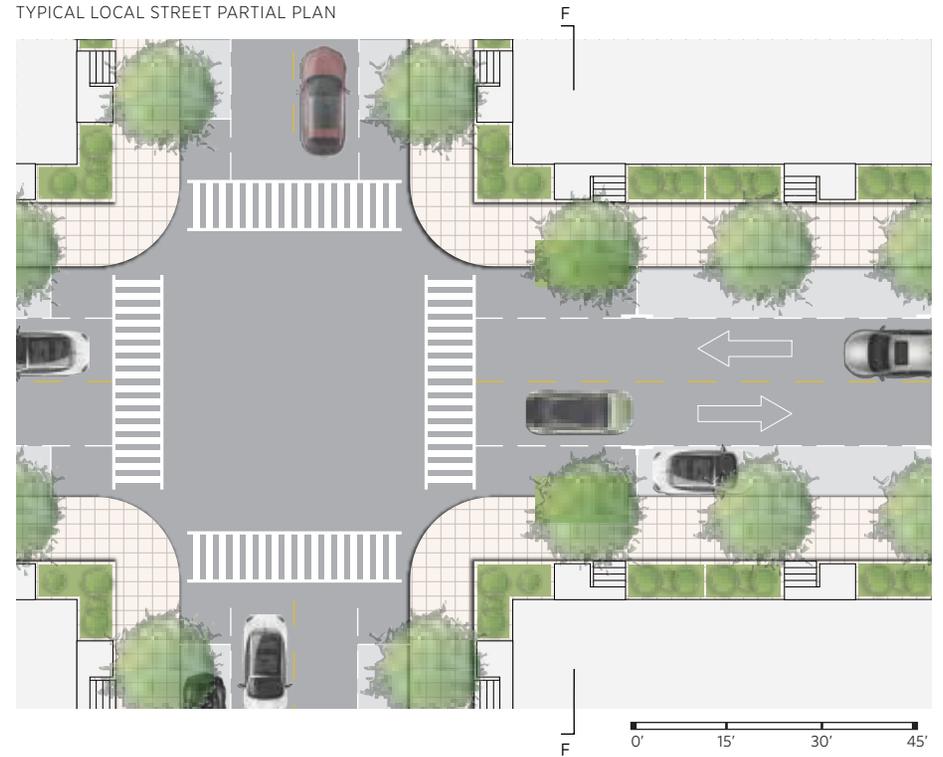
South of the Ralph Appezato Memorial Parkway extension, Orion Street provides an important connection to the Enterprise District. The north segment of Orion between Ralph Appezato Memorial Parkway and West Tower Avenue includes a setback to accommodate ground floor residential and/or live-work loft uses.



TYPICAL LOCAL STREET CROSS-SECTION



TYPICAL LOCAL STREET PARTIAL PLAN



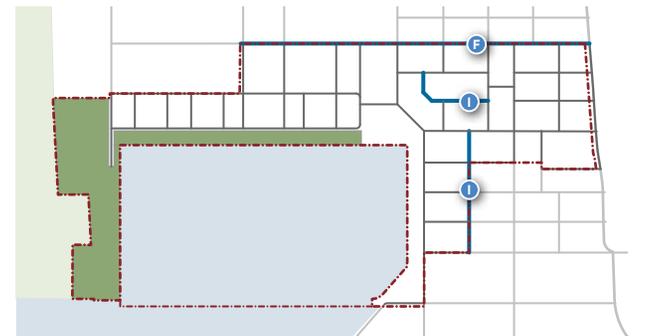
F./I. Typical Local Street - 56'

Designation	Local Street
Transit Priority	-
Bike Facilities	3B
Truck Route	N
Setback	

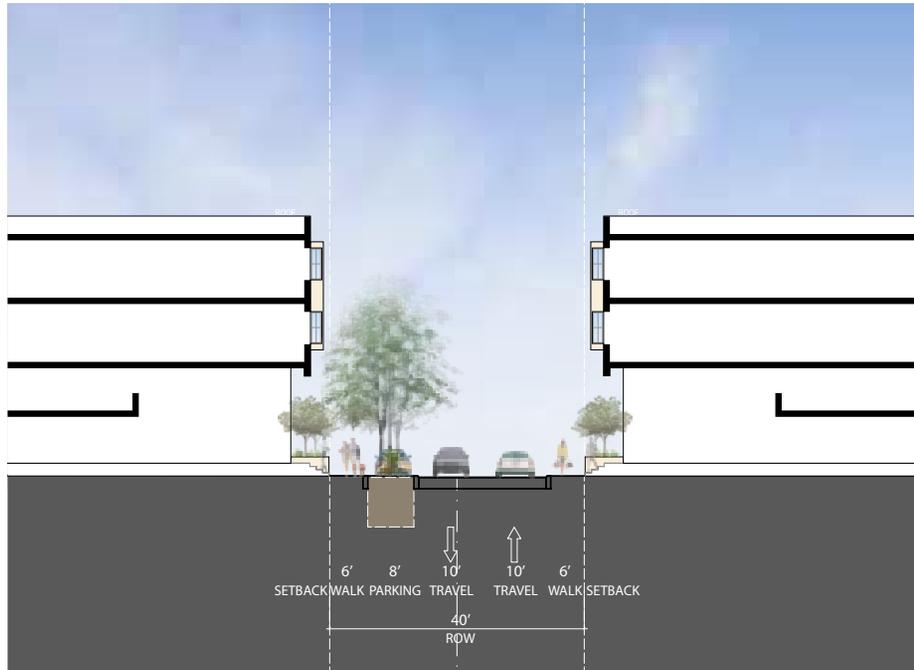
Notes: Includes West Tower Avenue. Other locations shown are conceptual. Placement may vary. See block size guidelines for further detail.

F. / I. WEST TOWER AVENUE AND OTHER LOCAL STREETS

West Tower Avenue and other streets within the Town Center are minimized to a narrow width of 56'. These streets are intended for low traffic volumes and limited speeds. These streets have minimum clear sidewalk widths of 5 feet.



ALLEY CROSS-SECTION



ALLEY PARTIAL PLAN



J. Alley - 40'-46'

Designation	Other
Transit Priority	-
Bike Facilities	3B
Truck Route	No
Setback	

Notes: Locations shown are conceptual. Placement may vary. See block size guidelines for further detail. Where adjacent building height exceeds 30', provide 13' travel lanes, stripped as 10' lanes with 3' buffers.

J. ALLEYS

Narrow, low or no-curb alleys are an option for circulation within residential areas of the project. These pedestrian-scaled, low-volume streets maintain two-way access at minimum speed, with one sided on-street parking. Specific locations for alleys are not shown; they may be incorporated to subdivide blocks according to the guidelines for block size detailed in Chapter 5.

