

Alameda County

East 14th Street / Mission Boulevard Master Plan

Prepared by

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In Association with

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Prepared for Alameda County Community Development Agency

August 1999

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East 14th Street / Mission Boulevard Master Plan

Context

This Master Plan addresses streetscape enhancements for East 14th Street/ Mission Boulevard in Alameda County from the San Leandro City limits at 150th Avenue to the Hayward City limits at Rufus Street. The project is the central element of an adopted Redevelopment Plan administered by Alameda County in joint partnership with the City of San Leandro, and the adopted Ashland, Cherryland Business District (ACBD) Specific Plan. During the creation of the Redevelopment Plan, the visual appearance of the corridor was identified as one of the major contributors to blight, partly due to the existing overhead utility wires and poles. Funds are currently available for beginning the process of the undergrounding of these utilities. This process will take a number of years and will be accomplished in phases. The

streetscape enhancements can most logically and effectively be done in conjunction with the utility undergrounding.

The primary objective of the Master Plan is to establish the overall image of improvements that will visually enhance East 14th Street/ Mission Boulevard and stimulate its economic revitalization. The visual image of a street can greatly effect its economic vitality. In addition, the Master Plan streetscape enhancements are intended to respond to the needs and concerns of the adjoining merchants, property owners, pedestrians, transit riders, drivers, the County and CalTrans. The corridor is a part of California Highway 185 and as such, falls under CalTrans jurisdiction. All project work is subject to CalTrans approval. (Overall Master Plan drawings are provided on pages 5 – 7.)

Assumptions

At the beginning of the Master Plan process a number of assumptions were made. These formed the basis for evaluating the various design options and are reflected in the proposed Master Plan as described herein.

- 1) The streetscape improvements will be developed in conjunction with the undergrounding of existing overhead utilities.
- 2) The project will be accomplished with no cost to the property owners and merchants, including the conversion and connections with the new underground utility services.
- 3) Construction will be accomplished in phases and will be staged to minimize disruption to adjacent businesses.
- 4) Existing access to properties will be maintained both during and after construction.
- 5) All improvements will be within the existing public right-of-way.
- 6) There will be no reduction in the number of vehicle travel lanes.
- 7) On street parking will be maintained.
- 8) A raised, curbed median to improve both traffic flow and aesthetics will be installed and landscaped with trees and groundcover wherever possible.
- 9) U-turns will continue to be allowed, wherever they are currently legal (unless restricted by the new median).
- 10) New, improved street and pedestrian lighting fixtures with "white light" will be installed.

Summary of Design Elements

The Master Plan utilizes the following five design elements, in addition to undergrounding of utilities, to achieve its objectives:

1. Curbed medians planted with trees and groundcover.
2. New street trees in widened sidewalks.
3. New streetlights and supplemental pedestrian lighting.
4. Intersection “bulb-outs” with space for tree planting and improved bus stops.
5. New street furnishings.

These design elements, as well as others, are incorporated into the project to improve traffic flow, transit operations, pedestrian safety and convenience. The medians, left turn pockets and new traffic signals at two intersections will improve traffic flow for automobiles, buses and trucks. Pedestrian safety and convenience is achieved by the addition of sidewalk extensions at the intersections (bulb-

outs) that not only create space for patrons and street amenities, but also reduce the width of the street at locations where pedestrians cross. The resulting reduction in pedestrian crossing time allows for shorter cycle times for the traffic signals thus making traffic flow more efficiently in the corridor.

The Master Plan reinforces the concept of unique district identities by variation of intersection accents and median trees. The ACBD Specific Plan for this area, adopted in 1995, identifies three business district sub-areas along the corridor:

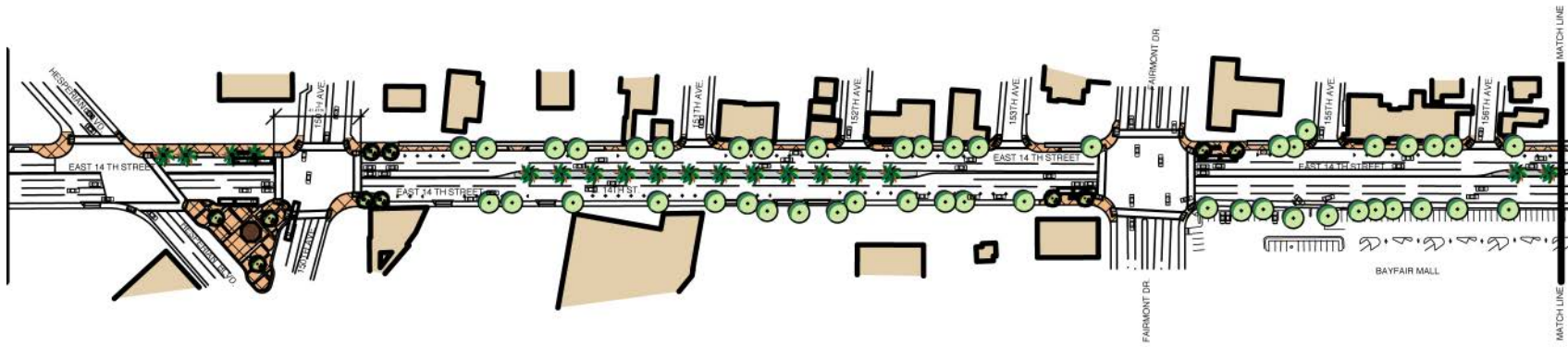
Bayfair,
Ashland Avenue, and
Cherryland/ Creekside.

These three business districts offer the opportunity to create unique identities along a unified corridor. In addition, a fourth sub-area is created by the visual dominance of the I-238 freeway crossing. The Master Plan recommends

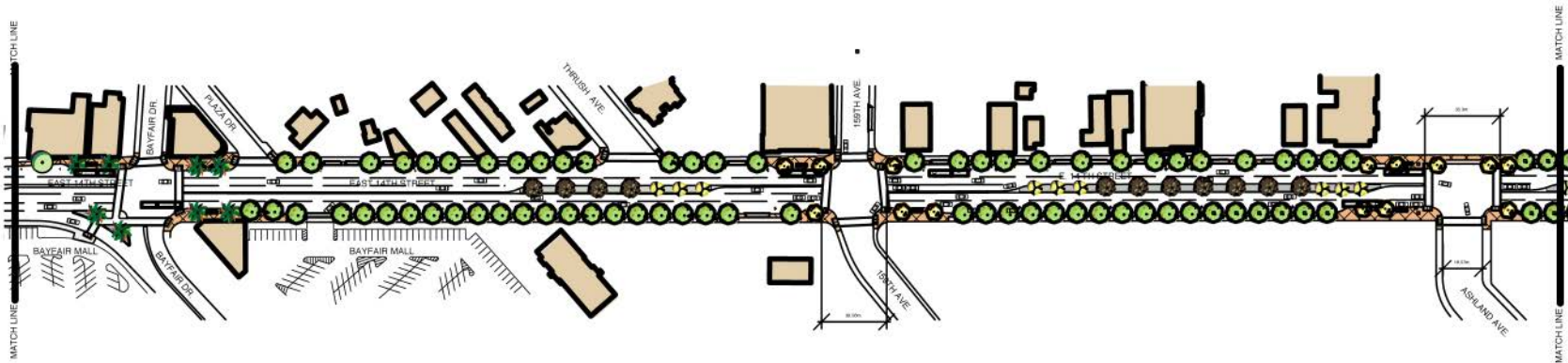
the development of unique logos that can be utilized on standardized transit, pedestrian and general informational signs. For instance, Bayfair might incorporate the existing Bayfair logo, Ashland could use an Ash tree leaf and Cherryland/Creekside could use a cherry blossom. These logos should be developed in conjunction with input from the merchants and residents as each phase of the work is constructed. Also identified in the ACBD Specific Plan were opportunities for special areas such as gateways, entries and other public spaces.

papers addressing traffic analysis, geotechnical conditions, storm drainage systems, and the construction staging and phasing.

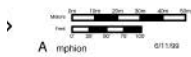
The Master Plan's companion Technical Report provides additional information on the existing conditions in the corridor, technical details of Master Plan elements, transit area improvements, implementation strategies and special project areas. It also includes a number of technical



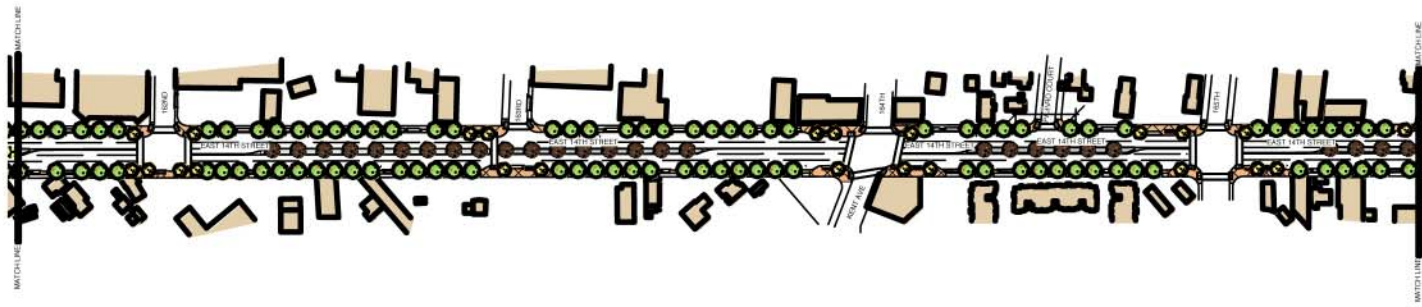
HESPERIAN & 150TH AVE. GATEWAY
EAST 14TH ST./MISSION BOULEVARD



ASHLAND COMMUNITY GATEWAY
EAST 14TH ST./MISSION BOULEVARD



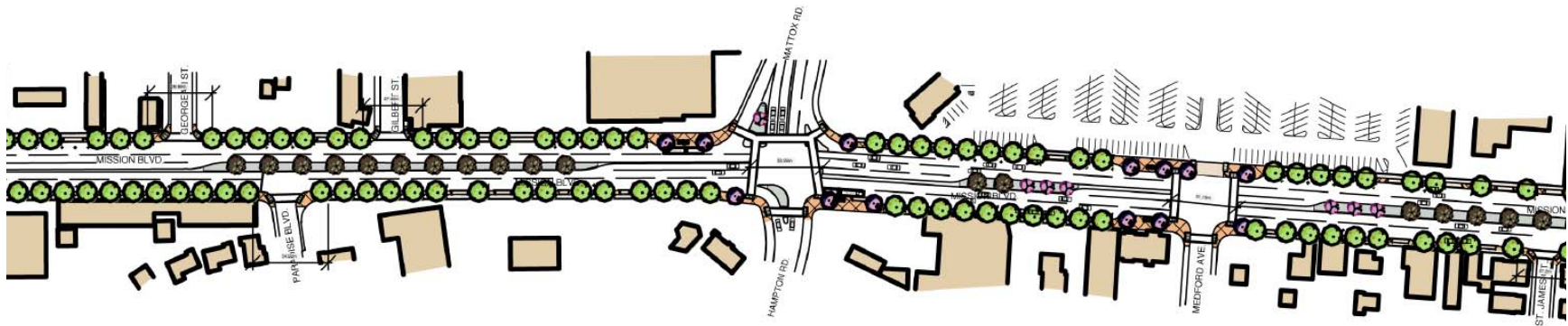
E. 14th / Mission Boulevard Master Plan
Area 1



KENT AVE / 164TH AVE. INTERSECTION
EAST 14TH ST / MISSION BOULEVARD



E. 14th / Mission Boulevard Master Plan
Area 2



MATTOX RD. / HAMPTON RD. INTERSECTION
EAST 14TH ST. MISSION BOULEVARD



GROVE WAY BRIDGE AREA
EAST 14TH ST. MISSION BOULEVARD



E. 14th / Mission Boulevard Master Plan

Area 3

Master Plan Design

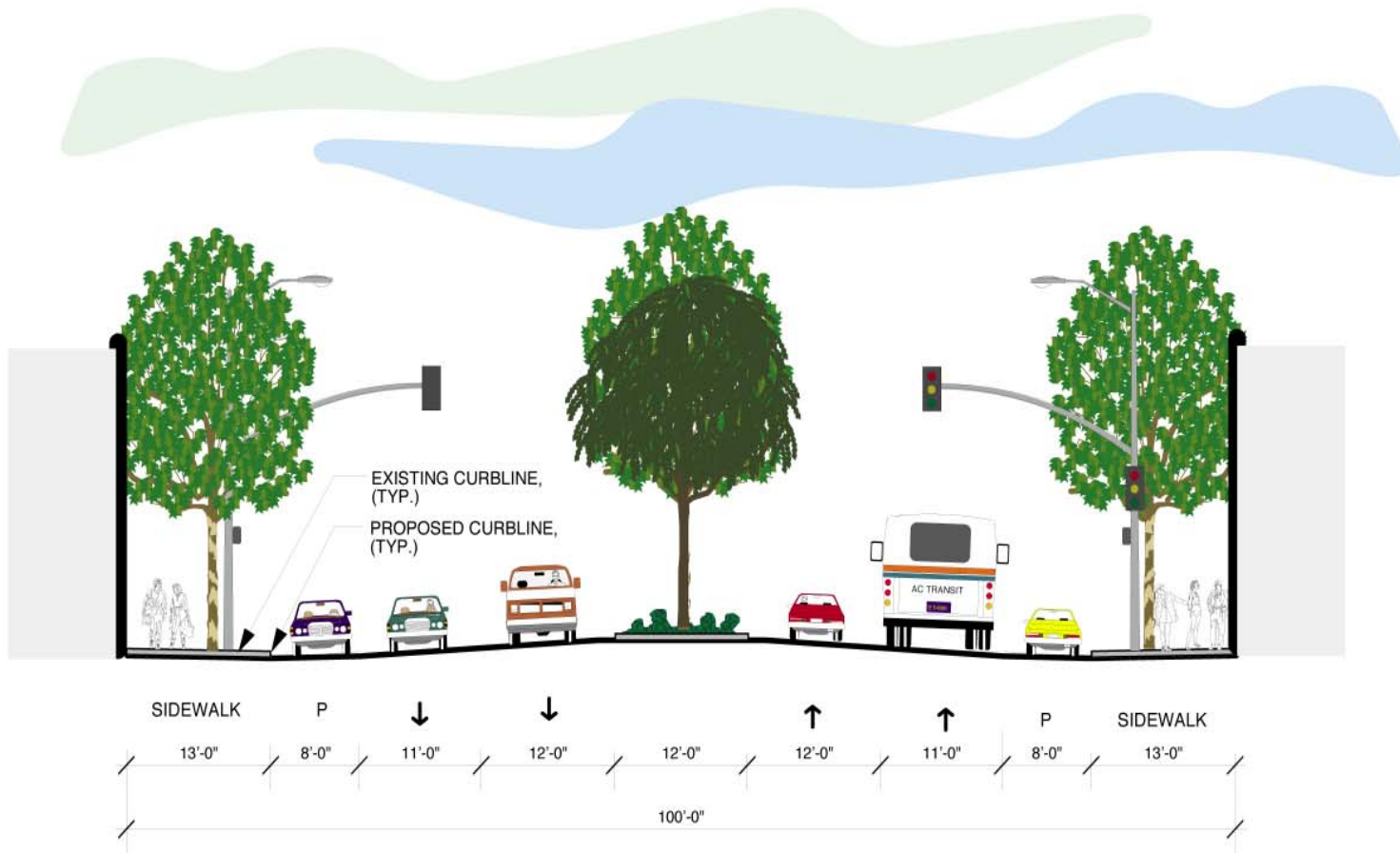
Street Cross-Section Descriptions

At the north end of the corridor, East 14th Street is typically a 100' right-of-way with four travel lanes, left turn pickets, and on street parking (See Sections pages 9 - 12). The corridor has predominately 10-foot wide sidewalks and a central, striped, paved median. At the south end of the corridor, Mission Boulevard widens to a 110-foot right-of way.

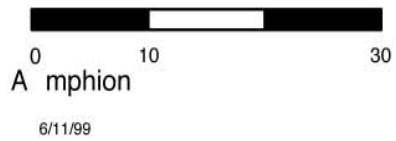
The Master Plan design expands the sidewalks from 10' to 13'. The parking lane remains on both sides and a 12' wide curbed and planted median is proposed. At intersections, the sidewalk is expanded an additional 6' into the curbside parking creating a "bulb-out". These 19' wide "bulb-outs" will accommodate transit stop enhancements,

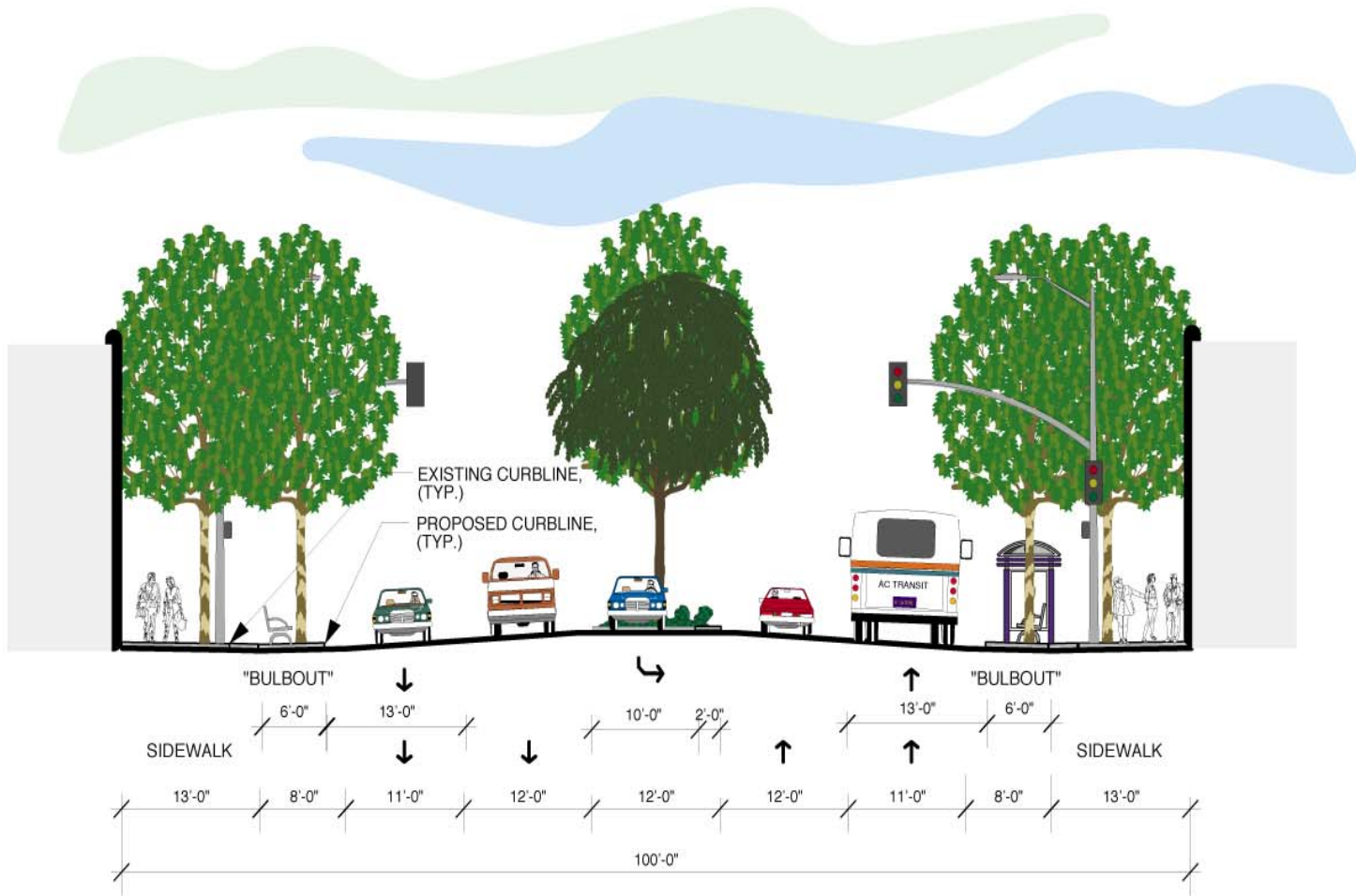
as well as seating areas and street tree planting. At many intersections along the corridor, the adjacent roads create "T" intersections where additional area can be developed with pedestrian amenities. Except where prohibited by traffic considerations, all intersections will feature "bulb-outs" that offer an opportunity for additional amenities to create an identity for the surrounding area. Where the street widens to a 110' right-of-way, the Master Plan calls for widening of the median to 16' and maintaining the existing travel lane widths of 12' and 14'.

There are a few areas where the right-of-way varies from the above-described cross-section. Within the city limits of Hayward, the right-of-way narrows. The proposed road section will reduce here to four lanes with no planted median. Southbound at Bayfair Mall, the existing right turn pocket



TYPICAL 100' SECTION
EAST 14TH STREET/MISSION BOULEVARD

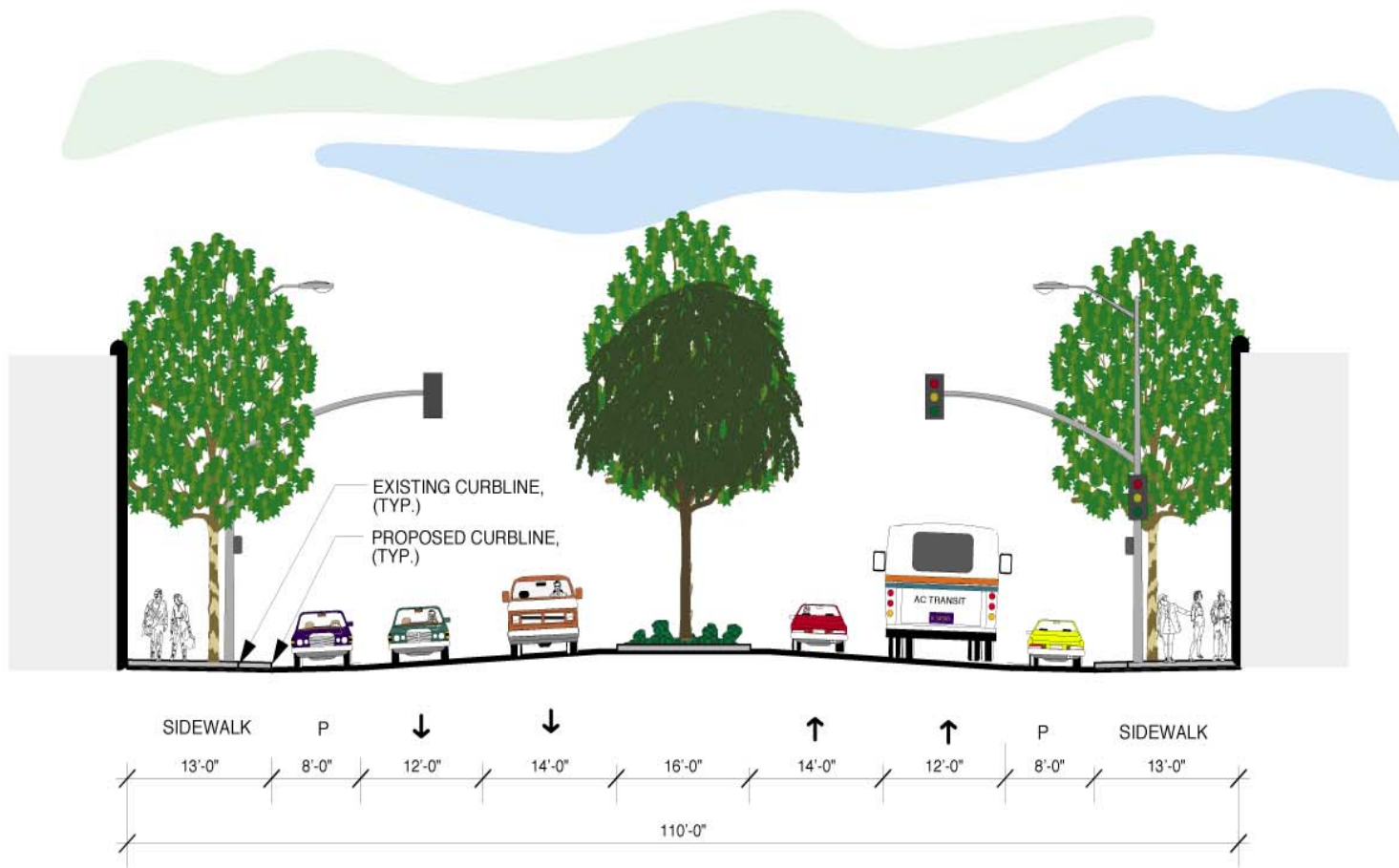




TYPICAL 100' SECTION @ INTERSECTION

EAST 14TH STREET/ MISSION BOULEVARD





TYPICAL 110' SECTION
EAST 14TH STREET/MISSION BOULEVARD

will be maintained in lieu of curbside parking, providing easy access into the adjacent parking lots.

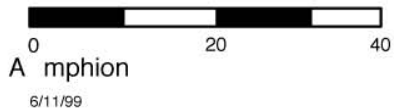
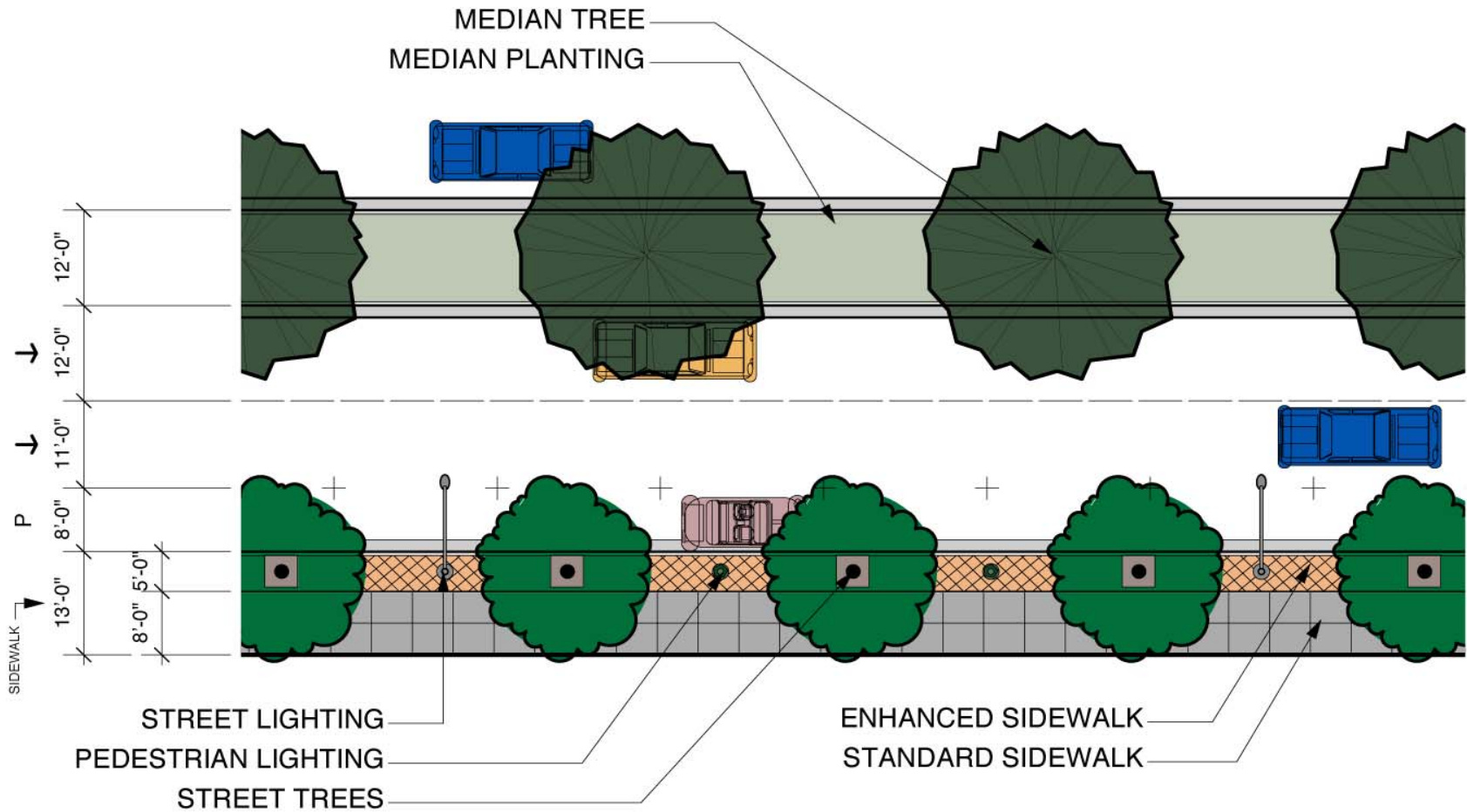
The Medians

The proposed new curbed and planted medians will provide several benefits. They will improve the traffic flow and safety by reducing mid-block and illegal left and U-turns. It will also reduce the apparent width of the street and improve the visual quality of the street. The medians, which are typically either 12' or 16' in width, will be planted with a variety of trees, low shrubs and ground covers. At the intersections, the median narrows to 2' to allow for left turn pockets and will be paved. The median trees will be different varieties than the sidewalk street trees. The median tree selections will also be varied within the various districts to provide visual interest and to avoid an unhealthy 'mono-culture'. Near the ends of the median where there is available width (at selected intersections), accent trees will be planted to reinforce the image of districts, (i.e., Palms at Bayfair, Ash

trees at Ashland, Poplars or Redwoods at Highway 238 and Flowering Cherries at Cherryland).

Sidewalks and Street Trees

The existing 10' wide sidewalks are proposed to be widened to 13' (See enlarged plan page 13). The widened sidewalks will provide improved pedestrian walking space as well as space for street trees, streetlights and pedestrians lights and other street furniture. This will support efforts to increase the economic vitality of the commercial corridor and beautify the surrounding neighborhoods. Standard gray concrete sidewalks are proposed for 8' of the 13' sidewalk closest to the right-of-way line (private properties). The remaining 5' nearest the curb is proposed to be concrete unit pavers laid on sand. The standard gray concrete for the sidewalk is practical, economical and easily repaired. The concrete unit pavers provide an opportunity for enrichment through scale pattern and color are still reasonably economical. Placing them on sand is both cost effective and provides water



Typical Mid-Street Layout

TYPICAL PLAN VIEW

EAST 14TH STREET/ MISSION BOULEVARD

infiltration and air for the root zone of the trees. It has been show in many streetscape enhancement projects that street trees create the greatest transformation to the character of urban streets. To fulfill the desired image on this wide auto oriented street requires the use of large, deciduous trees that are well behaved, deep rooted with clean high branches. Full headed trees such as London Plane (sycamore) trees are recommended. The trees need to be regularly spaced and close enough together to achieve a sense of continuity. The Master Plan proposes trees planted at a regular spacing: 30 to 35 feet apart. This spacing is close enough to create the desired image, but is generous enough to accommodate driveways and keep major signs visible. In order to maintain visibility of storefronts, as well as clearance for buses and trucks, the lowest branches of the trees will be pruned up to 12' - 14' feet. At the intersections, a different tree species or "accent trees" are proposed. These accent trees will help to further reduce the apparent street width by being planted closer to the center of the street. This is achieved

by planting at the intersection "bulb-outs".

Lighting

In streetscape design, streetlights are second only to street trees in influencing the character and image of a street.

Streetlights have two functions:

- 1) the design image they convey during the day, through their size, shape, color and style, and
- 2) the quality, quantity and distribution of the light they provide at night.

An excellent way to provide effective lighting on a wide street is to use a high mounted fixture for lighting traffic lanes and providing general ambient light. These streetlights are then supplemented by shorter pedestrian scale lights in areas of high pedestrian activity or importance.

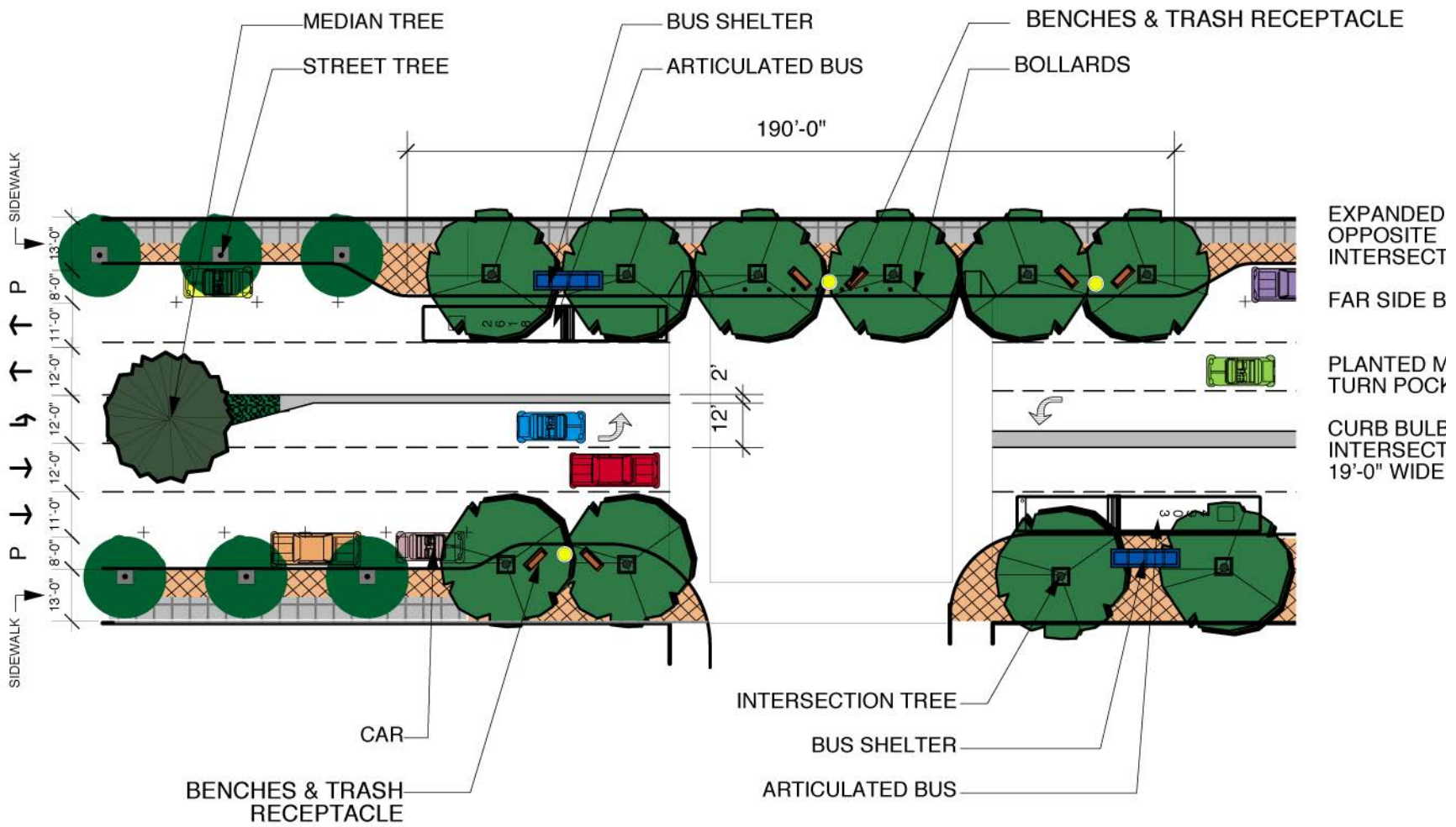
The street light proposed for the project is a classic style, cobra head, mounted at 30' in height and spaced 90' to 100' apart. The poles are smooth and tapered with a short curved arm that expresses the

support connection of the lamp to the pole. This traditional fixture is effective, economical and functional and is in keeping with the general style of lighting on the street beyond the project. Using this fixture style will help reinforce the improved aesthetics of the entire corridor. A distinctive identity for the project will be obtained by painting the poles and arms a unique color. Additional character and quality will be achieved through the use of the pedestrian scale fixture in appropriate special areas. The recommendation is to use a classic acorn style fixture on a simple fluted pole, mounted at a 14' height and spaced 45' on center. This fixture will also be painted to match the streetlights and other furniture elements.

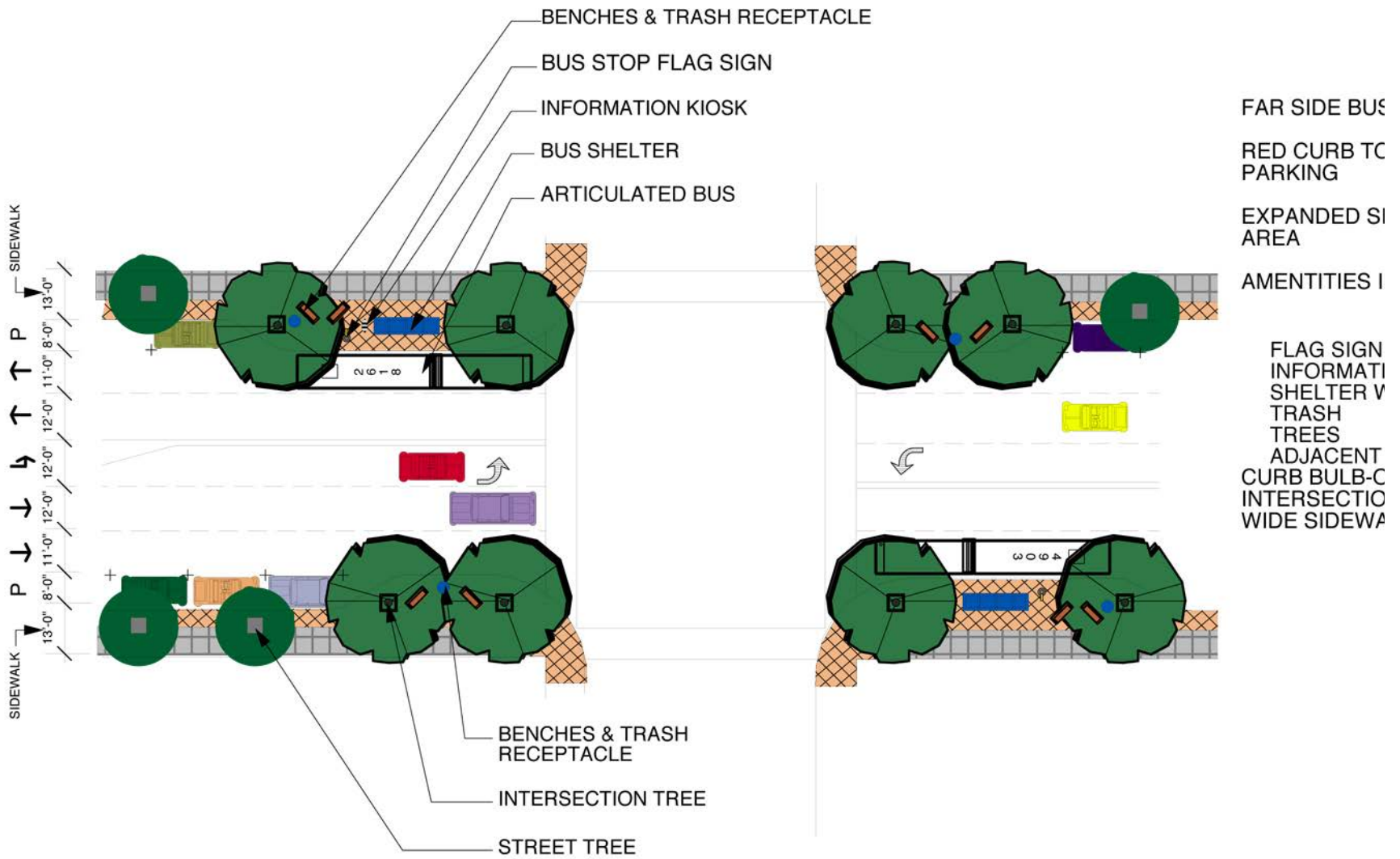
Intersection “Bulb-outs”

The street is generally not pedestrian friendly, due to the vehicular orientation and width. One of the planned features that will improve the corridor from a pedestrian's viewpoint

is the use of “bulb-outs” at the intersections. The bulb-outs extend the sidewalk 6' into the parking lane for a distance of 25' to 30' along the street, then return back to the new curb line. (See plans page 16 - 17) The advantages of the bulb-outs are multi-fold. They reduce the width of the street that the pedestrian has to cross by 12'. The shorter crossing distance is easier for pedestrians, safer and reduces the cycle time of the traffic signal allowing for smoother traffic flow. The bulb-outs also provide additional sidewalk space that can be utilized effectively for informational signage, seating and other street furniture creating safe, high visibility areas. The other advantage is the use of the bulb-out for transit stops. By lengthening the bulb-outs to 65' where buses stop, both articulated buses and standard buses can use them as a bus stop. The Master Plan recommends that transit stops be located at the bulb-outs preferably on the farside of the intersection. The proposed transit stops are located in the general proximity of the present stops but



"T" Intersection Bulb-out
 TYPICAL PLAN \
 EAST 14TH STREET/ MISSION BOUL



Intersection Bulb-outs with Bus Stop Amenities
 TYPICAL PLAN V
 EAST 14TH STREET/ MISSION BOULEVARD

would now be of sufficient size to provide adequate room for transit information kiosks, shelters, signage, benches and trash containers. This increase in space also solves the usual conflict between transit patrons and others of the sidewalk, namely pedestrians and merchants, by providing adequate space for each use.

Utility Undergrounding

Many utility companies provide the existing services on East 14th Street/Mission Boulevard.

Pacific Gas and Electric (PG&E) provides both natural gas and electric power. Currently, electric lines visually dominate the corridor with overhead wires, streetlights and communication lines supported by wooden poles.

Flood protection and storm drains are provided by the Alameda County Flood Control and Water Conservation District (ACFC&WCD) and Caltrans.

Sanitary Sewer service is provided by the Oro Loma Sanitary District. The Livermore Amador Valley Water Management Agency (LAWVWMA) is planning a new sewer pipeline from the Livermore/Amador Valley to their Bayside treatment facility. The preliminary design proposes the pipeline will pass through the corridor on Mission Boulevard between Mattox and Lewelling Boulevard.

East Bay municipal Utility Department (EBMUD) provides water service.

Fire Protection is provided by Alameda County Fire Department with the closest station located on 164th Avenue approximately one block east of East 14th Street.

Pacific Bell, a part of Pacific Telesis, provides local telephone service.

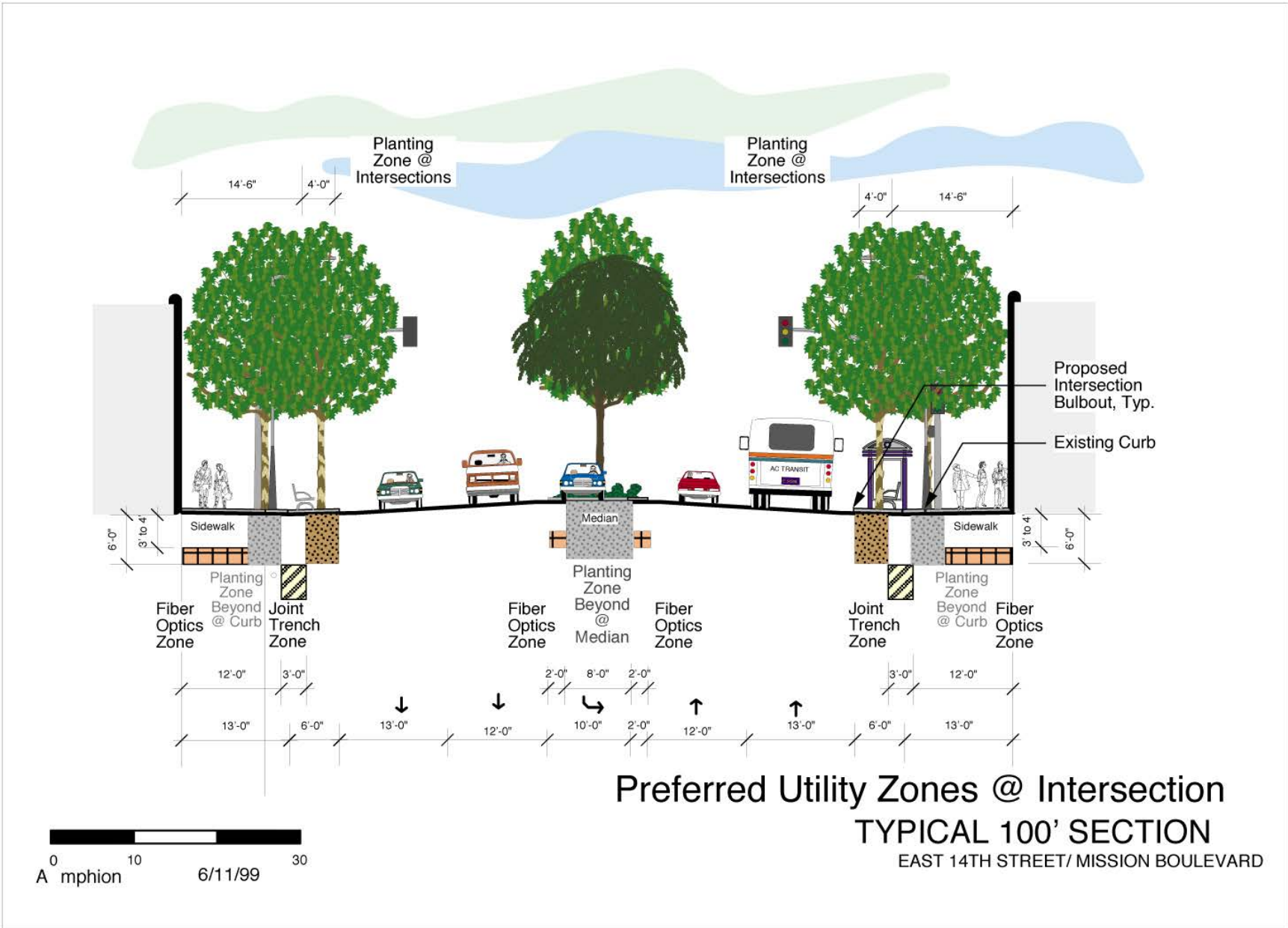
Other private communication services providers include TCI

Cablevision which provides cable service and new fiber optic communications providers.

Utility lines do not hold consistent positions throughout the corridor. Overhead utility lines that carry electrical and communications services visually dominate the corridor. The “wet utilities” in the corridor include storm drainage, water and sanitary drains.

The Alameda County Community Development Agency will be the trenching agent for the project. They will prepare Composite Joint Trench Plans that will include each utility company’s facilities. As a part of the Master Plan, the County, in conjunction with the utility providers, has identified the corridor as an underground utility district to underground electric and communication lines. Joint trenches located in the parking lanes with access/equipment vaults located in the sidewalk areas are proposed for all of these

utilities (See section page 20). Preferred zones have been identified for new communication infrastructure at the curb edges of the proposed median, and under the portions of the sidewalks near the property lines.



Street Furniture

There are a number of desirable street furnishings that can contribute to the quality and function of the street. The selection of these elements considers not only their style and beauty, but also the quality and function of the street. The selection of these elements considers not only their style and beauty, but also their quality of construction, materials maintainability and vandal-resistance. The numbers and final placement of the individual pieces are also important. An adequate clearance for pedestrian circulation and from passing and parking vehicles is critical. Street furniture also should be placed in functional locations, where they can be used effectively, and where there is enough space. The street furniture proposed for the project includes: classic curved metal strap benches with back and arm rests; decorative pre-cast colored concrete trash containers with stainless steel lids; cast metal bollards; banners mounted on street lights; decorative metal sign frames and identity

informational signs. The metal benches, bollards and signs will all be coated with a durable colored finish. Where appropriate, well-designed manufactured transit shelters along with transit information bus stop signs will also be incorporated at the transit stops.



Bench
Metal Strap with Arms



Trash Receptacle
Cast Concrete



Lighted Bollard
Cast Metal



Street Light
Classic Cobra Head
with Banners



Pedestrian Light
Classic Acorn



Signs
Custom Design
Metal



Bus Shelter
Manufactured

**East 14th St./ Mission Boulevard
Street Furniture**

6/11/99

Implementation

The next step in the implementation, after approval of the Master Plan, will be the development of the documents required for approval by each of the participating agencies.

These documents will include preparation of the construction documents (preliminary and final engineering) for the first segment of the corridor that will be built. Specialized technical documents will also be required by approving agencies including the following:

Caltrans: East 14th Street/Mission Boulevard is under Caltrans jurisdiction as a part of State Highway SR 185 and any improvements must meet their standards for the street travelways. A Project Study Report (PSR) will need to be prepared for approval by Caltrans.

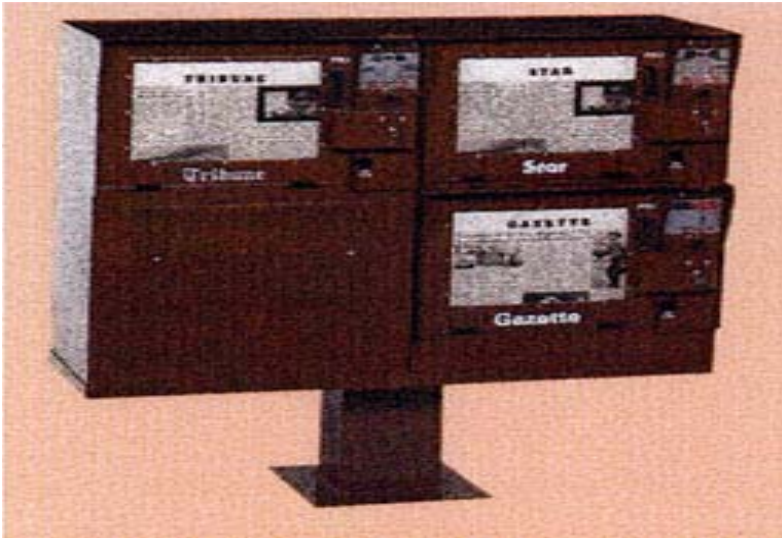
PG&E: Pacific Gas and Electric (as the administrating agency for use of "PUC Rul 20A" monies for undergrounding utilities) will be involved in the design and construction

of the new below-ground facilities.

Other Agencies: Other agencies that provide utility services will also participate in the coordination of the undergrounding the utilities in the corridor. TCI Cablevision and Pacific Telesis will relocate their existing above ground facilities in the joint trench with PG&E. Other utility agencies, such as East Bay Municipal Utilities District and Oro Loma Sanitary District, will coordinate and relocate their facilities to accommodate undergrounding, as required.

Funding

Implementation of the project relies primarily on redevelopment funding and PUC Rule 20A monies for undergrounding utilities in the corridor. However, other funds also may be procured through a variety of government grants focusing on transit and traffic enhancement projects as identified in the technical report. Private fund raising, community gifts and joint projects with private development are also potential fund sources.



Sho-Rack 49-16/100

Fixed Pedestal Newsracks

Stacked Configuration

Color: Dark Green

(361) 594-2911 Phone

**Amendment 1- April 2004
Newsrack type and color were
chosen by Citizens Advisory
Committee and Merchants
Association in January 2001**

**East 14th St./Mission Boulevard
Street Furniture**