San Pablo Avenue Streetscape Master Plan

Submitted to

The City Of Albany

Adopted by the City Council

on February 26, 2001

DESIGN, COMMUNITY & ENVIRONMENT

SAN PABLO AVENUE

STREETSCAPE MASTER PLAN

SUBMITTED TO

THE CITY OF ALBANY

ADOPTED BY THE CITY COUNCIL

ON FEBRUARY 26, 2001

PREPARED BY

DESIGN, COMMUNITY & ENVIRONMENT

ACKNOWLEDGEMENTS

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Funding Agencies
Metropolitan Transportation Commission:
"Transportation for Livable Communities" Planning Grant

Alameda County Housing and Community Development
Department: Block Grant

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SAN PABLO AVENUE STREETSCAPE MASTER PLAN

The *San Pablo Avenue Streetscape Master Plan* establishes a schematic design plan for the San Pablo Avenue corridor within the City of Albany. The purpose of the plan is to provide guidance for the preparation of construction documents to improve the street, and to provide the City with a design package and cost estimate to enable it to apply for funding for the project.

The *Master Plan* was developed with the help of the community and approved by the City Council. The *Master Plan* includes this written summary, a set of 13 design drawings, material and plant specifications, and a cost estimate.

A. Community Input Process

The *Master Plan* was developed with extensive public input:

- The ideas in the *Master Plan* are based on the *San Pablo Avenue Vision Plan*. The planning process for the *Vision Plan* included comprehensive outreach, economic analysis, walk-throughs, photo simulations and community meetings. The *Vision Plan* was accepted by the Albany City Council in 1998.

- Stakeholder meetings and interviews were held with local landowners and key institutions in the area, including the State of California's Orientation Center for the Blind and the University of California at Berkeley. Representatives from these institutions were also invited to the public workshops.

- Two public workshops were held specifically to discuss the *Master Plan*:
  - At the first meeting, held on July 18, 2000, the consultant team presented concepts and alternatives for the San Pablo corridor. Members of the public gave feedback on the concepts and alternatives, both through discussion and by filling out comment sheets that were collected and tabulated by the consultants.

- At the second meeting, held on October 11, 2000, the consultant team presented proposed conceptual designs for community feedback. The community gave feedback on the designs, most of which was positive, but which led to some minor changes to the concepts.

◆ Progress meetings were held with affected government agencies, including the Alameda County Congestion Management Agency and its consultants for the *San Pablo Avenue Transit Corridor* project, the Metropolitan Transportation Commission's Transportation for Livable Communities program and Caltrans. Representatives from these agencies were also invited to the public workshops.

The *Master Plan* is consistent with and synthesizes all relevant public and private projects in the area, including the *San Pablo Avenue Transit Corridor* project, UC Berkeley's plans for its Gill Tract and University Housing, and a private condominium project proposed at 914 San Pablo Avenue.

B. Master Plan Components

As shown on the drawings and specifications, improvements on San Pablo Avenue are to include the following components.

1. Overall Streetscape Improvements

New trees and streetlights will be installed on San Pablo Avenue to create a regular, pedestrian-scaled environment. Currently, San Pablo Avenue has plain "cobra-head" electroliers typically spaced at 100-foot intervals. These lights will be replaced with more ornate lights matching those already installed on Solano Avenue and featuring both a high, vehicle-oriented electrolier and a lower pedestrian-oriented electrolier. New pedestrian-scaled streetlights will be installed at mid-points between the existing streetlights. This will create a pattern of streetlights located every 50-feet. Two street trees will be located 15 feet away from each streetlight, to create a regular spacing of trees at 15' - 25' -15' between the streetlights. The overall spacing of trees and streetlights is

shown on Figures 1 and 2, with a detail on Figure 1. Technical specifications for proposed streetlights are shown in Figure 3.

Street trees will be of a variety that creates a high canopy, fall color, and an open, interesting branch structure. The street tree selected by Council was the red oak. If it is determined that Sudden Oak Death Syndrome would negatively impact this selection, another selection will be made.

Street furniture such as bike racks, trash receptacles and benches will be located in areas of high pedestrian usage at a rate of two per block face. New traffic signal poles, both with and without electroliers, will also be installed to match other street furniture. Additionally, bus shelters and related street furniture will be installed through the *San Pablo Transit Corridor* project funded by the Alameda County Congestion Management Authority and through the Lamar Outdoor bus shelter program sponsored by AC Transit. Bus shelter locations are shown on Figures 1 and 2. The overall streetscape design is compatible with the CMA and AC Transit programs.

All of the street furniture including street lights, tree grates and bus shelters will be traditional in character. The street lights and trash cans will be the same as those recently installed on Solano Avenue, while the benches have been chosen to reflect a simpler style that is still consistent with those on Solano Avenue. All street furniture will be painted the same green color as the street furniture seen throughout the City of Albany, except that street furniture at the bus stops will be painted cranberry, as specified by the *San Pablo Avenue Transit Corridor* project.

Minor infrastructure improvements will also occur as part of the project, including sidewalk patching and repairs and updating of the outdoor electrical circuitry to run the streetlights.

As a part of the design of the streetscape, the City considered the existing design and allocation of on-street parking on San Pablo Avenue. Because

parking is needed all along the street, it was decided that parking should remain essentially unchanged.

2. Creek-Crossing Gateways

Albany's northern and southern borders are created by creeks: Cerrito Creek to the north and Codornices Creek to the south. These creeks are currently difficult to notice from San Pablo Avenue. In this plan, San Pablo Avenue's crossings over the creeks will be accentuated through special gateway treatments. These special treatments are shown on Figure 4.

Each gateway will be marked with scored concrete paving in the street that will be designed to be reminiscent of the water flowing underneath the street. The concrete can be colored, and will be installed in a wave pattern within the street.

On the west side of the street at each gateway there will also be an overlook with a bench, trellis and platform offering views over the creek to the west. Plan and elevation drawings of this overlook are shown on Figures 5 and 6.

An added feature will mark Albany's northern border, which is currently the County line and was historically the border between two Spanish ranchos. A plaque commemorating the rancho boundary was originally installed at this location in the 1930's, and it is now installed in a masonry holder on the Wells Fargo Bank property at the city limit line. This commemorative plaque will be reinstalled in a more ornate bench along the sidewalk, as shown on Figure 7. The bench is proposed to follow a Spanish design theme to reflect the Spanish land grant history being commemorated.

Each gateway will also include a wrought-iron "City of Albany" entry sculpture that can be integrated with a streetlight. This feature is shown in Figure 8.

3. Solano Avenue Intersection

The intersection at Solano and San Pablo Avenue is the area with the highest amount of pedestrian-oriented commercial businesses along San Pablo Avenue,

and it is also the gateway to Albany's main shopping district on Solano Avenue. Planned changes at this intersection, shown on Figure 9, will mark this important intersection with special plantings and public art.

At this intersection, sidewalks will be reconfigured with wheelchair ramps and a special paving treatment, and planted and paved medians will be installed in San Pablo Avenue. Red sunset maples (*Acer rubrum "red sunset"*), which have already been planted on Solano Avenue, will wrap around the corners of Solano Avenue onto San Pablo. Red sunset maples will also be installed in the medians. A detailed planting concept for the medians is shown in Figure 10.

Each of the two medians will also have a space for sculptures or other public art that can be designed and installed through a public art competition. These sculptures will create a special, memorable focal point for Albany's most important intersection.

Another improvement at the intersection of Solano and San Pablo Avenues will be the installation of banner poles on Solano Avenue just east of San Pablo. These poles will allow community organizations to hang banners announcing upcoming events. They will be sited to be visible from San Pablo Avenue, while also creating a gateway to the retail shopping corridor on Solano Avenue. A perspective view of the banner poles is shown in Figure 11, while the technical specifications for them are shown in Figure 12.

4. City Hall Improvements

City Hall is located at the corner of Marin Avenue and San Pablo Avenue. City Hall is a plain building with minimal landscaping around it; this Plan will augment the landscaping to make City Hall more noticeable and attractive.

There will be three parts to the improvements around City Hall, which are illustrated on Figure 13:

- The sidewalk area in front of the main entry to City Hall on San Pablo Avenue will be expanded with a bulbout that extends six feet into the parking lane. This bulbout, which requires removal of one parking space,

will include trees and pedestrian-scaled light fixtures. The entry itself will be overhung with a trellis, and the sidewalk will be widened through the narrowing of the planting area in front of City Hall. All these improvements will create a more gracious, spacious and pedestrian-friendly entry to City Hall.

- The area directly at the corner of San Pablo and Marin Avenues will be redesigned as a plaza that includes a combination of concrete paving and decomposed granite. The plaza will be planted with live oaks (*Quercus agrifolia*) and other native plants; a list of appropriate plants is included with this report. The plaza will also include benches and a sign marking City Hall.
- A new annual planting garden will be installed on the west side of City Hall as a part of the new plaza.
- The existing service organization sign located on the southwest corner of San Pablo and Marin Avenues will be moved to the City Hall site to the west of the fire station and redesigned to fit the site.
- Live oaks will be planted at all four corners of the Marin Avenue/San Pablo Avenue intersection to reflect the special plantings around City Hall, if deemed appropriate by the City Arborist.

C. *Costs*

As shown in the attached cost estimate, projected costs for the project, including soft costs and contingencies, are as follows:

◆ Overall Streetscape (trees, streetlights and street furniture):	$3,940,000
◆ Gateways (total cost for two)	$276,000
◆ Solano Avenue Intersection	$563,000
◆ City Hall Plaza	$250,000
TOTAL	**$5,029,000**

These costs can be separated into several phases. A first phase, which will include improvements at Solano Avenue and the two creek crossings, along with streetscape improvements from Marin Avenue to Washington Avenue, will cost about $1.95 million, as shown in the cost estimate. This first phase project will focus efforts on marking the creek crossings as entries to Albany and encouraging the economic success of Solano Avenue to "turn the corner" and move up and down San Pablo Avenue.

D. Next Steps

1. Funding Applications

The City of Albany will use the information in this Conceptual Plan as the basis for funding applications to fund the final design and construction of the project. Grants may be available over the next several years through the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities (TLC) program, as well as other sources. The TLC's grant limit is $2 million per project; this corresponds to the first phase budget outlined above.

2. Coordination with Berkeley and El Cerrito

The City of Albany should coordinate with the cities of Berkeley and El Cerrito regarding the project, particularly with regard to the creek crossings and overlooks at the city limits. It may be possible to partner with these two cities for these components of the project, which could increase the chances for funding for the project.

3. Final Design

Once funding is secured, the City and Caltrans will work together to complete final design of the project. Costs for final design are included in the project budget at a rate of 10% of the construction cost.

As noted below, the project's size may make it necessary that final project design go through the Caltrans design unit. City representatives should be

actively involved in coordination with Caltrans to ensure that the City's intent for the project is fulfilled.

4. Coordination with Caltrans

Coordination on this project with Caltrans is required since San Pablo Avenue is a State highway. Final project design may be required to go through Caltrans design unit staff; this is generally a requirement for any local project on a State highway whose budget is over $1 million.

Caltrans staff have already reviewed the project plans. There are three items in the *Master Plan* that will require further coordination with Caltrans:

- *Tree Locations.* Caltrans regulations generally require that street trees be placed at least 10 feet from any fire hydrant, curb cut or street light. Given the large number of curb cuts and street lights on San Pablo Avenue, this requirement would make it virtually impossible to achieve the desired regular spacing and full canopy of trees along San Pablo Avenue. Therefore, the City will need to work with Caltrans to achieve an exception to this regulation in regard to curb cuts and street lights. Given the fact that San Pablo Avenue is primarily an urban arterial (as opposed to a typical State highway with little development along it and higher traffic speeds), combined with the fact that tree spacing is already much closer than the regulations allow along San Pablo Avenue in Berkeley, this exception to the regulations should be reasonable.
- *Public Art.* Caltrans has special regulations and a committee overseeing the placement of public art within its rights-of-way. The City will need to coordinate with Caltrans staff during the final design of the project and in arranging for public art competitions in order to ensure that the proposed public art projects meet with Caltrans approval.
- *"City of Albany" Gateway Sculptures.* The *Master Plan* proposes gateway sculptures integrated with streetlights at the two city limit lines along San Pablo Avenue. Since these sculptures will have the City's name on them, they could be construed to be entry signs, and Caltrans regulations prohibit city entry signs in any configuration except standard green

rectangles. However, Caltrans has much more flexibility in approving artworks within its right-of-way. Therefore, the City will need to work with Caltrans to ensure that the "City of Albany" gateway sculptures are treated and approved as art, and not as entry signs. As with the public art at Solano Avenue, these art pieces will require approval through the Caltrans Transportation Art Program.

5. Public Art Competitions

As part of the final design phase of the project, the City may undertake design competitions for the public art components of the project, particularly the features at the intersection of San Pablo and Solano Avenues.

J:\586\SUMMARY

Cost Estimate Tables

San Pablo Avenue Master Plan
Cost Estimate

item	quantity	unit	unit cost	item cost
OVERALL STREETSCAPE				
acorn lights (includes full fixture and installation)	73	ea	3,500.00	$255,500
acorn and teardrop combo fixture lights (includes full fixture and installation)	112	ea	5,500.00	616,000
signal pole/combo lights (includes full fixture and installation)	16	ea	11,500.00	184,000
signal pole (includes full fixture and installation)	5	ea	3,000.00	15,000
sidewalk patching - demolition	2,688	sf	5.50	14,784
sidewalk patching - grading and paving	21,530	sf	8.00	172,240
24" box trees	259	ea	700.00	181,300
tree grates	259	ea	1,400.00	362,600
tree guards	259	ea	1,000.00	259,000
demolition for tree installation	6,216	sf	5.50	34,188
tree establishment (one year period)	1	ls	20,000.00	20,000
irrigation	259	ea	700.00	181,300
sidewalk patching - patching existing tree wells	3,108	sf	8.00	24,864
existing tree removal	111	ea	600.00	66,600
benches	38	ea	960.00	36,480
trash receptacles	38	ea	960.00	36,480
bicycle racks	38	ea	500.00	19,000
crosswalk restriping (excluding Solano)	24,660	sf	5.00	123,300
fire hydrant relocation	8	ea	3,000.00	24,000
Subtotal				**$2,626,636**
Contingency estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				1,313,318
Total for Overall Streetscape				**$3,939,954**

San Pablo Avenue Master Plan
Cost Estimate

item	quantity	unit	unit cost	item cost
CREEK ENTRIES				
scored concrete paving - demolition	1,776	sf	5.50	9,768
scored concrete paving (includes grading)	1,776	sf	8.00	14,208
asphalt patching (assumes 3' patch width)	888	sf	5.00	4,440
cast iron "City of Albany" entry feature	2	ea	15,000.00	30,000
creek overlook structure & public art	2	ea	50,000.00	100,000
benches (2 each per overlook)	4	ea	1,500.00	6,000
trash receptacles	2	ea	960.00	1,920
vines (15 gal. can) (1 each per entry sign, 2 each per creek overlook)	6	ea	125.00	750
trees (24" box) (6 at each creek)	12	ea	700.00	8,400
tree irrigation	12	ea	700.00	8,400
Subtotal				183,886
Contingency estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				91,943
Total for Creek Entries				$275,829

San Pablo Avenue Master Plan
Cost Estimate

item	quantity	unit	unit cost	item cost
SOLANO INTERSECTION				
new medians				
demolition	3,620	sf	5.50	19,911
rough & finish grading	3,620	sf	2.50	9,051
curb and gutter	1,056	lf	25.00	26,400
asphalt patching (assumes 3' patch width)	3,168	sf	2.50	7,920
concrete unit pavers	1,006	sf	8.00	8,048
soil prep and plant materials	2,086	sf	10.00	20,860
irrigation	2,086	sf	7.00	14,602
24" box trees, red sunset maple	4	ea	700.00	2,800
irrigation	4	ea	700.00	2,800
new sidewalk paving				
demolition	4,002	sf	5.50	22,008
rough & finish grading	4,002	sf	2.50	10,004
curb and gutter	408	lf	25.00	10,200
concrete unit pavers	4,002	sf	8.00	32,012
asphalt patching (assumes 3' patch width)	1,224	sf	2.50	3,060
24" box trees, red sunset maple	12	ea	700.00	8,400
irrigation	12	ea	700.00	8,400
crosswalk restriping (thermoplastic)	9,750	sf	5.00	48,750
landmark/public art element	2	ea	50,000.00	100,000
banner poles (includes fixture and installation)	2	ea	10,000.00	20,000
Subtotal				**$375,226**
Contingency				
estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				187,613
Total for Solano Intersection				**$562,839**

San Pablo Avenue Master Plan
Cost Estimate

item	quantity	unit	unit cost	item cost
CITY HALL PLAZA				
demolition	3,907	sf	5.50	21,486
existing tree removal	3	ea	600.00	1,800
new annual planting garden	1	ea	10,000.00	10,000
city hall sign	1	ea	10,000.00	10,000
public services sign	1	ea	10,000.00	10,000
acorn lights at entry (includes full fixture and installation)	2	ea	3,500.00	7,000
trash receptacles	2	ea	960.00	1,920
benches	6	ea	960.00	5,760
concrete paving (including narrowing planting area in front of City Hall)	2,671	sf	8.00	21,368
decomposed granite paving	500	sf	4.00	2,000
curb and gutter	48	lf	25.00	1,200
asphalt patching (assumes 3' patch width)	144	sf	5.00	720
planting beds (soil prep, plant materials and planting)	4,208	sf	10.00	42,080
irrigation	4,208	sf	3.00	12,624
vines on trellis (15 gal.)	4	ea	125.00	500
live oaks, 24" box	26	ea	700.00	18,200
Subtotal				166,658
Contingency estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				83,329
Total for City Hall Plaza				$249,987
GRAND TOTAL (pages 1 through 4)				$5,028,609

San Pablo Avenue Master Plan
Phase I Project
Cost Estimate

item	quantity	unit	unit cost	item cost
OVERALL STREETSCAPE				
acorn lights (includes full fixture and installation)	25	ea	3,500.00	$87,500
acorn and teardrop combo fixture lights (includes full fixture and installation)	30	ea	5,500.00	165,000
signal pole/combo lights (includes full fixture and installation)	6	ea	11,500.00	69,000
signal pole (includes full fixture and installation)	5	ea	3,000.00	15,000
sidewalk patching - demolition	720	sf	5.50	3,960
sidewalk patching - grading and paving	5,383	sf	8.00	43,060
24" box trees	73	ea	700.00	51,100
tree grates	73	ea	1,400.00	102,200
tree guards	73	ea	1,000.00	73,000
demolition for tree installation	1,752	sf	5.50	9,636
tree establishment (one year period)	1	ls	5,000.00	5,000
irrigation	73	ea	700.00	51,100
sidewalk patching - patching existing tree wells	876	sf	8.00	7,008
existing tree removal	28	ea	600.00	16,650
benches	8	ea	960.00	7,680
trash receptacles	8	ea	960.00	7,680
bicycle racks	8	ea	500.00	4,000
crosswalk restriping (excluding Solano)	2,740	sf	5.00	13,700
fire hydrant relocation	2	ea	3,000.00	6,000
Subtotal				**$738,274**
Contingency estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				369,137
Total for Overall Streetscape				**$1,107,411**

San Pablo Avenue Master Plan
Phase I Project
Cost Estimate

item	quantity	unit	unit cost	item cost
CREEK ENTRIES				
scored concrete paving - demolition	1,776	sf	5.50	9,768
scored concrete paving (includes grading)	1,776	sf	8.00	14,208
asphalt patching (assumes 3' patch width)	888	sf	5.00	4,440
cast iron "City of Albany" entry feature	2	ea	15,000.00	30,000
creek overlook structure & public art	2	ea	50,000.00	100,000
benches (2 each per overlook)	4	ea	1,500.00	6,000
trash receptacles	2	ea	960.00	1,920
vines (15 gal. can) (1 each per entry sign, 2 each per creek overlook)	6	ea	125.00	750
trees (24" box) (6 at each creek)	12	ea	700.00	8,400
tree irrigation	12	ea	700.00	8,400
Subtotal				183,886
Contingency estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				91,943
Total for Creek Entries				$275,829

San Pablo Avenue Master Plan
Phase I Project
Cost Estimate

item	quantity	unit	unit cost	item cost
SOLANO INTERSECTION				
new medians				
demolition	3,620	sf	5.50	19,911
rough & finish grading	3,620	sf	2.50	9,051
curb and gutter	1,056	lf	25.00	26,400
asphalt patching (assumes 3' patch width)	3,168	sf	2.50	7,920
concrete unit pavers	1,006	sf	8.00	8,048
soil prep and plant materials	2,086	sf	10.00	20,860
irrigation	2,086	sf	7.00	14,602
24" box trees, red sunset maple	4	ea	700.00	2,800
irrigation	4	ea	700.00	2,800
new sidewalk paving				
demolition	4,002	sf	5.50	22,008
rough & finish grading	4,002	sf	2.50	10,004
curb and gutter	408	lf	25.00	10,200
concrete unit pavers	4,002	sf	8.00	32,012
asphalt patching (assumes 3' patch width)	1,224	sf	2.50	3,060
24" box trees, red sunset maple	12	ea	700.00	8,400
irrigation	12	ea	700.00	8,400
crosswalk restriping (thermoplastic)	9,750	sf	5.00	48,750
landmark/public art element	2	ea	50,000.00	100,000
banner poles (includes fixture and installation)	2	ea	10,000.00	20,000
Subtotal				**$375,226**
Contingency				
estimating contingency (10%), contractor (15%), design & engineering (10%), owners' contingency (15%)				187,613
Total for Solano Intersection				**$562,839**
GRAND TOTAL (pages 1 through 3)				$1,946,079

SPECIFICATION LIST

Trash Can

Company:	Victor Stanley, Inc.
Model:	SD-35(24-gallon) or SD-42(36-gallon)
Catalog/Year/Page:	Sweet's/1999/Section 02870

Tree Grate

Company:	Neenah Foundry Company
Model:	R-8819 180 Rectangular
Catalog/Version/Page:	Cast Iron Tree Grates/18th Edition/Page 24

Tree Guard

Company:	Canterbury International
Model:	1900
Catalog/Version/Page:	art forms for public places, 2000, page 16

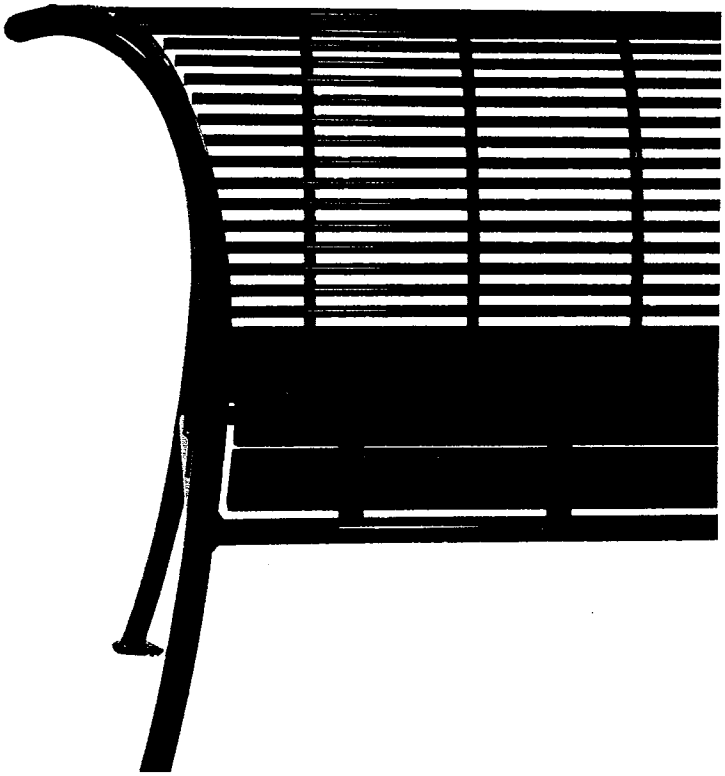
Sidewalk Bench

Company:	Landscape Form
Model:	Scarborough Backed Bench
Catalog/Year/Page:	Landscape Forms/1999/Page 6 Buyline 2978

City Hall Bench

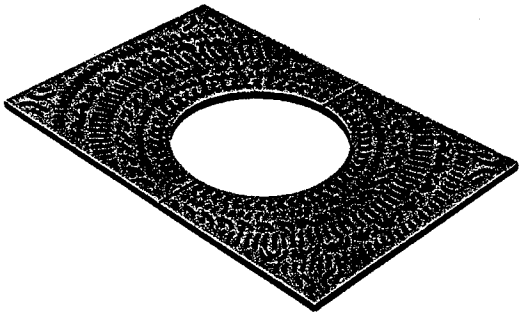
Company:	Landscape Forms
Model:	Hyde Park, jarrah seat, grotto powerdercoat
Catalog/Year/Page:	Hyde Park/1999/Brochure

Trash Can
Company: Victor Stanley, Inc.
Model: SD-35(24-gallon) or SD-42(36-gallon)
Catalog/Year/Page: Sweet's/1999/Section 02870



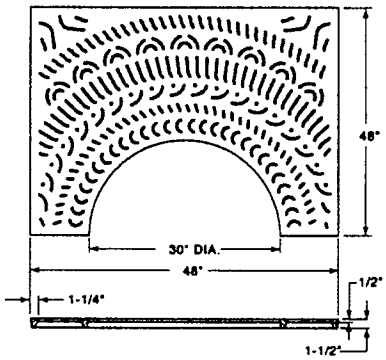
City Hall Bench:
Company: Landscape Forms
Model: Hyde Park, jarrah seat, grotto powerdercoat
Catalog/Year/Page: Hyde Park/1999/Brochure

R-8819 180° RECTANGULAR



Note ⅜" slot openings for special pedestrian requirements. Two pieces per set. Available with cast iron angle frame, if required.

Weight per set — 400 pounds.



HALF PLAN AND SECTION

Tree Grate:
Company: Neenah Foundry Company
Model: R-8819 180 Rectangular
Catalog/Version/Page: Cast Iron Tree Grates/18th Edition/Page 24

Street Lamps and Signals

All lamps and signals are shown on the attached sheets from Visco, and have the following specifications:

Company:	Visco
Distributor:	Associated Lighting Representatives, Inc. (510) 638-3800
Visco CAD File:	ALBANY
Visco Specification Sheet dated	12/07/00

Lamps should be 150 or 250 HPS

All cast iron and steel light and traffic pole parts and fixtures (including Cobra fixtures) should be painted with Factory Prime Painted Red Oxide & Finish Painted a Polyurethane Top Coat #RAL6005, to match Solano Avenue poles and fixtures.

Standard Pedestrian Street Lamp

Model: VI-B17-1-F/12'-AC/16-150HPS-V-GFI

Same fixture as on Solano Avenue.

Street Lamp with Pedestrian Lamp

Model: VI-B10/27-S1-F/25' - AMP-1C/16-

Cobra Light Fixture:

Manufacturer: GE

Model: M2AC25M3A2 GSC22

Street Light with Signal Heads

Model: VI-B10/27-MA-S1-F/25' & with 16' and 8' mast arms (-25'MA-GFI)

Traffic Signal Heads:

To be determined by Traffic Engineer in conjunction with Caltrans.

Street Pole with Traffic Signal Head

Model: VI--B17-F/10

Traffic Signal Heads:

To be determined by Traffic Engineer in conjunction with Caltrans.

Banner Poles

Model: VI-B12/27-1-F/25'-AC/16-150 HPS

CITY HALL NATIVE GARDEN PLANT LIST

Trees

Quercus agrifolia	Coast Live Oak

Shrubs

Arctostaphylos spp.	Manzanita
	Gooseberry
Heteromoles arbutifolia	Toyon
Rhamnus californica	Coffeeberry
Salvia clevelandii	Sage
Vaccinium ovatum	Huckleberry

Perennials

Dicentra formosa	Bleeding Heart
Erigeron glaucus	Beach Aster
Heuchera spp.	Coral Bells
Iris douglasiana	
Sisyrinchium bellum	Blue-eyed Grass
	Strawberry

Ground Covers

Arcotostaphylos 'Emerald Carpet'	Manzanita
Carex spp.	
Ceanothus griseus horizontalis	Carmel Creeper

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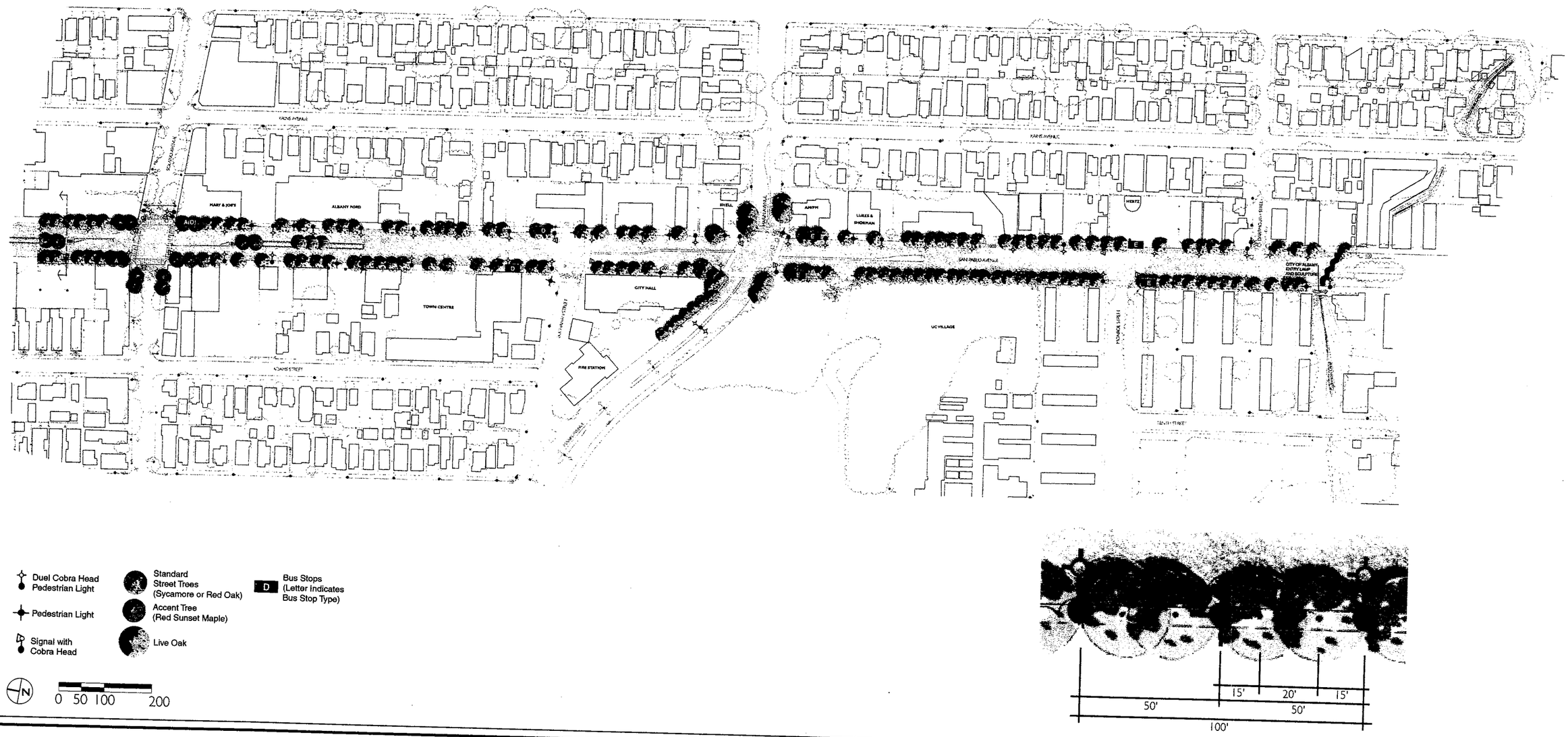

FIGURE 1

SAN PABLO AVENUE STREETSCAPE MASTER PLAN
SOUTHERN PORTION