



Council Agenda Report

Item 5c

Department: Public Works
Cost Center: 5002
For Agenda of: 2/15/2022
Placement: Consent
Estimated Time: N/A

FROM: Matt Horn, Public Works Director

Prepared By: Emily Jackson, CIP Process Improvement Manager

SUBJECT: AUTHORIZATION TO ADVERTISE SANTA ROSA AT MONTEREY INTERSECTION IMPROVEMENTS, SPECIFICATION NO. 1000559

RECOMMENDATION

1. Approve the project plans for Santa Rosa at Monterey Intersection Improvements, Specification Number 1000559; and
2. Authorize staff to advertise for bids; and
3. Authorize the City Manager to award a Construction Contract pursuant to Section 3.24.190 of the Municipal Code for the bid total, if the lowest responsible bid is within the project budget of \$1,000,000; and
4. Authorize the City Manager to execute Contract Change Orders in excess of \$100,000 if within the total available project budget.

DISCUSSION

Background

On March 3, 2020, the City Council approved a Reimbursement Agreement (RA) (see Attachment B) with 1144 Higuera Street, LLC ("Developer") to upgrade the sidewalk infrastructure on the property located at 1144 Higuera Street. As a part of that development, a new restaurant space was created at the southeast corner, adjacent to the intersection of Santa Rosa and Monterey Streets. Initially, the Developer was proposing to install City Standard Mission Style Sidewalk approximately eight-foot-wide, or the minimum width for new downtown sidewalks per City Engineering Standards. Subsequent to that, based on conversations between the Developer and staff, the Developer proposed installing eight-foot-wide sidewalks along Santa Rosa Street and an eighteen-foot-wide sidewalk along Monterey Street.

The enhanced sidewalk along Monterey Street was proposed to create a signature corner that clearly conveys to the community that they are entering the Downtown Core. The intent was to provide a focal point at the entrance to Downtown (from Scenic Highway 1 and Historic Monterey Street) that is prominent, activated (through sidewalk dining) and welcoming.

The improvements were expected to have numerous benefits, including encouraging community members and visitors to visit the Downtown area, increasing opportunities for outdoor dining, and encouraging future redevelopment along upper Monterey Street. Further, these improvements provided an opportunity to implement additional traffic safety improvements identified in the City's Traffic Safety Program and supported by the City Active Transportation Committee to address ongoing collision trends involving pedestrians and turning motor vehicles at this intersection. These improvements are discussed in further detail below.

To complete the improvements, more than half of Monterey Street would have to be reconstructed in order to match vertical elevations, provide acceptable slopes and grades for community members with limited mobility, address stormwater drainage issues, and transition the existing roadway to the new sidewalk elevation. The necessary street improvements were fiscally infeasible for the Developer. Fortunately, City staff already had projects underway to improve the existing intersection and the pavement of Monterey Street for future consideration by the Council. As a result, the City and Developer agreed to partner on the improvements, with the City Council approving the RA to reimburse the Developer for a portion of the improvements.

Due to the onset of the COVID-19 Pandemic, the Developer decided to forego the enhancements and installed the minimum required sidewalk width and other amenities. Related, the RA approved by the Council on March 3, 2020 was never signed by the Developer.

Current Status

The Developer has now decided to upgrade the infrastructure envisioned in the approved RA. The major cost is the removal of the already installed infrastructure at the project site. The upgrades will be made by the Developer's contractor and the Developer is fully responsible for these additional costs. To support the enhancements, the City will proceed with its own project to construct the previously planned public improvements to the intersection and will be responsible for those costs. Given this, the RA is no longer necessary. The City and Developer will work together closely to coordinate contractor efforts on the two projects.

Public Improvements Planned and Approved

The Developer has prepared plans to implement public improvements associated with this project and those plans have been reviewed and approved by the City. The improvements will consist of the following:

1. **High Visibility Crosswalks.** Install high-visibility crosswalks at each leg of the intersection to increase visibility of pedestrians crossing the intersection. This work will be the responsibility of the City.

2. **Bicycle Enhancements.** Provide enhanced bicycle markings, including green bike lanes through the intersection on Santa Rosa Street and a bicycle left-turn box for westbound Monterey Street to alert vehicles to the possible presence of bicycles in the roadway and provide a delineated path for riders to follow. This work will be the responsibility of the City.
3. **Traffic Signal Modifications to Address Collision Trends.** Install new traffic signal equipment at the intersection, as recommended in the City's Traffic Safety Report, to reduce conflicts between turning vehicles and pedestrians. Traffic signal modifications include addition of a lengthy pedestrian head-start (or "lead pedestrian interval") crossing phase, which provides 7-10 seconds for pedestrians to begin crossing the intersection before vehicle movements are permitted, installation of ADA-compliant pedestrian push buttons, increased visibility of traffic signal indicators, and the addition of decorative dark green signal poles consistent with current City Standards and Engineering Specifications. These signal modifications also provide flexibility for the future implementation of a pedestrian scramble phase, if future studies indicate a scramble is an appropriate measure. This work will also bring the signal equipment into compliance with current City Standards and accessibility requirements. Lastly, the new signal equipment will allow for signal phasing changes that will allow for decreased exposure for pedestrian/vehicle conflicts. This work will be the responsibility of the City.
4. **Substantial Repaving.** The project includes the repaving an area of Monterey Street that is approximately 30 feet wide and 160 feet long. This work will be the responsibility of the City.
5. **Prominent and Widened Sidewalk.** As previously discussed, new sidewalk in the Mission Style with appropriate accessible ramps will also be installed. The Monterey Street frontage will be eighteen-feet wide and allow for multiple uses including outdoor dining and pedestrians. This work will be the responsibility of the Developer.

Previous Council or Advisory Body Action

The previously referenced [Reimbursement Agreement \(RA\) was approved by Council on March 3, 2020](#). Though the RA was never fully executed, the scope of the project generally remains the same.

The proposed intersection improvements were presented to the City Active Transportation Committee in 2019, and the Committee endorsed the proposed pedestrian and bicycle enhancements.

Policy Context

Consistent with the October 2018 Purchasing Policy Update to the July 2015 Financial Management Manual, Council approval must be obtained before proceeding with this project, as approval is required for Public Projects that cost over \$175,000.

The proposed intersection improvements are consistent with the design recommendations of the City's Downtown Concept Plan and Active Transportation Plan, which call for wider sidewalks, activation of the downtown pedestrian realm, and bicycle and pedestrian crossing enhancements at major intersections.

Public Engagement

This project has a notify level of engagement as identified in the City's Public Engagement and Notification level. Public hearings were held before the Architectural Review Commission and Active Transportation Committee during the entitlement process for the building.

CONCURRENCE

This project has been reviewed and has concurrence from the Public Works CIP Engineering and Transportation Divisions.

ENVIRONMENTAL REVIEW

The project was determined to be Categorically Exempt from environmental review under Class 32, In-Fill Development Projects (CEQA Guidelines Section 15332). The project is surrounded by urban uses and is consistent with the general plan land use designation for the property. The proposed public improvements and reimbursement agreement are consistent with this determination and will not result in any reasonably foreseeable significant impacts to the environment.

FISCAL IMPACT

Budgeted: No

Funding Identified: Yes

Budget Year: 2021-22

Fiscal Analysis:

As a part of the FY 2021-22 Mid-year budget update, staff is requesting \$1,000,000 from the CIP Reserve to fund this project.

| Funding Sources | Total Budget Available | Current Funding Request | Remaining Balance | Annual Ongoing Cost |
|------------------------|-------------------------------|--------------------------------|--------------------------|----------------------------|
| Capital Outlay Fund | \$3,276,208 | \$1,000,000 | \$2,276,208 | N/A |
| State | | | | |
| Federal | | | | |
| Fees | | | | |
| Other: | | | | |
| Total | \$3,276,208 | | \$2,276,208 | N/A |

* The \$1,000,000 budget is being requested as a part of the FY 2021-22 Mid-Year update. The 'Total Available Budget' is contingent upon adoption of the Mid-Year request.

The estimated budget for the City's project to improve the roadway and intersection adjacent to the Developer's project is as follows:

| Project Funding Breakdown | |
|----------------------------------|--------------------|
| Construction | \$700,000 |
| Contingencies | \$100,000 |
| Project Total | \$800,000 |
| Funding Sources | |
| General Fund | \$1,000,000 |
| Funding Source Total | \$1,000,000 |

The most recent estimate for the Developer's cost is \$230,000 for the sidewalk enhancements and a \$20,000 contingency.

ALTERNATIVES

Deny the request. The City Council could deny staff's requests related to this project. This action is not recommended because it will delay these important safety improvements to the intersection of Santa Rosa and Monterey Street and delay the economic benefits of new commercial properties becoming available and used by local businesses and will not provide the opportunity to enhance this location into a prominent corner.

ATTACHMENTS

A - Plans for Santa Rosa at Monterey Intersection Improvements