



CITY OF SAN MATEO

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Agenda Report

Agenda Number: 20

Section Name: {{section.name}}

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TO: City Council

FROM: Drew Corbett, City Manager

PREPARED BY: City Manager's Office

MEETING DATE: March 20, 2023

SUBJECT:
Pedestrian Mall Design – Contract Amendment

RECOMMENDATION:

Adopt a Resolution to approve a supplemental budget appropriation of \$130,766 from the unassigned fund balance of the General Fund to the Pedestrian Mall Design project to cover the cost of the first and second amendments to the agreement with Community Design + Architecture and the contingency reserve; approve the second amendment to the agreement with Community Design + Architecture to increase the contract amount to a total not to exceed \$262,251 for additional design work and engineering support services; establish a contingency reserve of \$14,000; and authorize the City Manager to execute the agreement in substantially the form presented and approve amendments within the contingency amount.

BACKGROUND:

The City Council approved the creation of two pedestrian malls on B Street between 1st and 3rd Avenues in October 2021. In January 2022, the City entered into an agreement for design services with Community Design + Architecture to develop a streetscape design for short-term improvements to the pedestrian malls. The short-term improvements envisioned for the pedestrian mall include permanent barricades, midblock ADA ramps, planters, public seating areas, bike racks and other site furnishings. In addition, the improvements include the creation of ADA spaces and loading zones immediately outside of the pedestrian mall blocks. Longer term, the City hopes to grind down the roadway and make the street flush with the sidewalk within the pedestrian mall blocks.

Preliminary designs for the short-term improvements were shown to the City Council on July 13, 2022. At that meeting, it was determined that the pedestrian malls will include the City's planned racial equity mural project in the Emergency Vehicle Access (EVA) lane in the center of the streets. The selection of the artist and design for the mural is happening through a parallel process in coordination with the Civic Arts Committee.

Since the July update, the City has determined that the initial design for the street enclosures did not offer sufficient protection for the users of the pedestrian mall and that bollards with a higher level of crash protectiveness would be more appropriate. In addition, since the initial design presentation, staff has observed the challenges that the businesses along the street face in having to temporarily move and replace the barricades from the EVA lane in the center of the street in order to facilitate deliveries of goods to their businesses. As a result, staff has determined that crash-rated automatic retractable bollards are needed for the EVA lane to better facilitate business loading access and to protect the users of the pedestrian mall. The non-EVA portion of the street will be protected by heavy round concrete bollards since it is not possible to install fixed crash-rated bollards due to the concentration of underground utility lines that would be challenging to relocate. The evaluation of bollard options required significant time and resources from the consultant team that were not covered by the hours allotted in the initial scope of work.

The revised bollard layout requires a much more intensive design effort given the significant number of underground utilities that are located underneath B Street. Community Design + Architecture and their subconsultant team have put together an additional scope of work to cover the construction design of the bollards, including performing ground penetrating radar analysis to precisely locate the position of the utilities, doing the electrical design for automatic bollards, and having a structural engineer analyze the crash protectiveness of the bollards. The contract amendment also includes reimbursing the consultants for some of the additional time spent evaluating the bollard options and potential manufacturers.

In addition, during the initial design phase, the design team determined that new ADA parking stalls need to be provided adjacent to the pedestrian malls to compensate for the stalls removed from the pedestrian mall blocks. The proposed location along 2nd Avenue will require additional curb reconfiguration that was not included in the initial design budget. And finally, the contract amendment includes some additional design work for recommended traffic signal modifications and loop detection modes to accommodate the pedestrian malls and an allowance for engineering support during the construction of the project.

The design contract was initially amended in June 2022 in order to increase the budget by \$20,515 to include additional scope to pothole the street to identify underground utilities. The City Council approved this contract amendment and fee increase, but staff did not bring forward the required request for additional appropriation to cover the cost at that time. The second amendment to the contract will increase the budget by an additional \$96,251. Staff is requesting a contingency allowance of \$14,000 in case any other unforeseen design issues arise. An additional appropriation of \$130,766 to the Pedestrian Mall Design project is required to cover both the first and second contract amendments and project contingency.

Anticipated Construction Costs

The Capital Improvement Program (CIP) currently includes an allocation of \$600,000 to construct the proposed design improvements to the pedestrian malls. The use of automatic retractable bollards for the EVA lane and concrete bollards for the remainder of the block frontage significantly increases the overall project budget. The current rough order of magnitude budget estimate for this project is \$1.2 million, which will require an increase to the funding allocation for this project. This total does not include the cost to complete the racial equity art mural, which will be funded from the Art in Public Places fund.

Business Concerns

The intensity of use of the two pedestrian mall blocks has been uneven ever since the streets were initially closed. The restaurants between 2nd and 3rd Avenues have fully embraced the opportunity to use the outdoor space, while there is only limited use of the block between 1st and 2nd Avenue. Some of the hesitancy to use the street relates to the restaurants' inability to build a parklet platform on the pedestrian malls to address the street slope issues in order to allow the street to be available for public events. Unfortunately, this is an inherent trade-off of the pedestrian mall since it is not possible to host public events only in the EVA lane and platforms are challenging to disassemble and store offsite during events.

The City Council has recently received some public comment from the businesses along the block between 1st and 2nd Avenue requesting that that block be re-opened given the low intensity of use. City Council direction is requested on whether staff should bring back to City Council consideration of reopening that block prior to moving forward with the construction of the pedestrian mall improvements.

BUDGET IMPACT:

The second contract amendment increases the total cost of the design contract by \$96,251 and establishes a contingency reserve of \$14,000. The prior contract amendment increased the contract amount by \$20,515. A supplemental budget appropriation of \$130,766 from the unassigned fund balance from the General Fund to the Pedestrian Mall Design project within the Capital Improvement Program (Project 465167) is required this fiscal year to cover this increase.

ENVIRONMENTAL DETERMINATION:

This contract amendment and funding appropriation is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Proposed Resolution

Att 2 – Second Amendment to Agreement

Att 3 – Public Comment

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