



Legislation Text

File #: 12-121, **Version:** 1

Staff Report for Resolution Approving the Plans and Specifications and Calling for Bids on the BART-Downtown Pedestrian Interface Project, Federal Aid Project No. CML-5041(036), City Project No. 11-150-38-331, Along San Leandro Boulevard

SUMMARY AND RECOMMENDATIONS

Staff recommends approval of the plans and specifications and calling for bids on the subject project.

BACKGROUND

In September 2007, the City of San Leandro adopted the Transit Oriented Development (TOD) Strategy. The streetscape improvements constitute one of the first items to be implemented as part of the TOD strategy.

The TOD Strategy serves as a guide to improving transit connectivity, multi-modal circulation, and land use planning in downtown San Leandro. Also included in the planned strategy is extensive rezoning in the area along the downtown East 14th Street corridor, including the area immediately adjacent to the Downtown BART Station. Implementation of the TOD Strategy became a reality when the first multi-family urban housing project was approved in the immediate BART area. This project created an urgent need to develop a design for San Leandro Boulevard (SLB) that could accommodate local pedestrians and bicyclists who access the BART Station for train and bus connections.

In July 2010, the City Council authorized the City Manager to submit an application for a Transportation for Livable Communities (TLC) grant for improvements along SLB in front of the BART Station. TLC grants fund projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort. This grant was subsequently awarded to the City and is the primary source of funding for this project.

Analysis

This project provides for pedestrian-friendly improvements in front of the San Leandro BART Station along SLB between Davis Street and Williams Street. The planned improvements are consistent with the goals presented in the TOD Strategy's "Development and Implementation Guidelines" for improving BART Station Access, and include the following items:

- Reducing the vehicle travel lanes on SLB from seven to five
- Installing pedestrian bulb-outs at intersection corners with on-street parking and a bike lane
- Installing ornamental streetlights with supplementary pedestrian level lighting
- Providing new street trees and expanded landscaping areas in the center street median and in

planters adjacent to the pedestrian sidewalk

- Installing a new traffic signal at the intersection of Parrott Street and SLB and accessibility upgrades to the intersections of SLB and Davis Street, SLB and West Juana Avenue, and at the BART station entrance
- Repairing the asphalt concrete surface pavement and restriping crosswalks with decorative patterns
- Installing new pedestrian curb ramps and high-visibility crosswalk striping on East 14th Street in the Downtown core area between Davis Street and West Juana Avenue

Previous Actions

- On September 4, 2007, by Resolution 2007-111, the City Council approved the TOD Strategy, a plan that makes SLB and the San Leandro BART Station more pedestrian-friendly, thereby increasing vibrancy in the Downtown core area
- On July 19, 2010, by Resolution 2010-093, the City Council authorized an application for a federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding grant, also known as a Transportation for Livable Cities (TLC) grant, as managed by the Metropolitan Transportation Commission (MTC); this resolution also committed the City to provide the necessary matching funds
- On March 7, 2011, by Resolutions 2011-056 and 2011-057, the City Council authorized funding for the design phase of the subject project and approved the federal program supplement agreement 017-E for the subject project
- On July 18, 2011, by Resolution No. 2011-150 the City Council approved a Contract Services Agreement with Golden Associates for landscape design services

Committee Review and Actions

The project's design was presented to the Facilities and Transportation Committee on two occasions. A project story board and options were presented at the September 12, 2011 meeting. Options for plants, ornamental lighting, sidewalk paving, and ornamental gateway features were presented for review. Based on the comments received, a final project conceptual plan was developed and presented to the Committee at the March 15, 2012 meeting.

After approval at the second meeting, the final project design was developed and the current project construction documents were prepared.

Applicable General Plan Policies

Goal 6: Downtown Revitalization, of the General Plan also addresses the TOD Strategy. Specifically, Goal 6.10, BART Station Area Revitalization, states: "Foster the development of the BART Station area as a mixed use "transit village," with a full complement of office, medium and high-density residential, and office-serving retail uses, along with pedestrian plazas, open space, BART parking, and other transit facilities (possibly including a Capitol Corridor rail station)."

Permits and/or Variances Granted

Encroachment permits from Caltrans, for work on Davis Street, and BART for work adjacent to the

station will be obtained for work from those agencies.

Environmental Review

A NEPA Categorical Exclusion was completed for this project by Caltrans Local Assistance on June 11, 2011.

The project is a CEQA Section 15268 (a) Ministerial Project. This project was previously reviewed under an EIR certified by the City Council on September 4, 2007, with the adoption of the TOD Strategy. The current project is solely a ministerial action to grant an encroachment permit for construction in the right of way that implements the previously-approved TOD Strategy.

Code Compliance Review

Electrical and building permits for pertinent construction items will be obtained from the City of San Leandro Building Department.

Summary of Public Outreach Efforts

The project's conceptual design was presented to the public at the September 18, 2011 Farmer's Market and has been posted on the City's website.

Extensive public outreach was conducted during the development of the TOD Strategy Plan. (The current project is just one of the several recommendations provided within the TOD Strategy Plan). Between 2006 and 2007, there were a series of ten meetings with a 23 member Citizens Advisory Committee when the TOD was developed. Three community meetings were also held during this period.

Fiscal Impacts

The total project cost is estimated to be 6.9 million dollars. A federal grant for the project will provide \$4,610,000 (TLC grant funds) and requires City matching funds in the amount of \$1,604,470. The City will also provide \$700,000 to complete additional essential street pavement rehabilitation within the project limits, which was not included in the original grant.

The project is anticipated to increase maintenance costs.

Budget Authority

- \$4,610,000 from Transportation for Livable Cities grant, Account 150-38-331
- \$1,220,000 from the Kaiser Community Impact fund intended for traffic improvements in lieu of Development Fees for Street Improvements (DFSI), Account 210-38-331
- \$96,118 from the Development Fees for Street Improvements (DFSI) fund for traffic equipment, Account 120-38-331
- \$76,894 from Measure B Streets & Roads funds for street improvements, Account 144-38-331
- \$211,458 from Measure B Bike & Pedestrian funds for pedestrian streetscape improvements, Account 144-36-331

- \$700,000 in Gas Tax funds (Section 2103) to cover the cost for asphalt concrete paving, Account 142-38-331

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