



COUNCIL REPORT

DATE: May 24, 2022

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Northbound Shoreline/101 Off-Ramp Realignment (Computer History Museum Driveway Phase), Projects 15-39 and 20-37—Various Actions**

RECOMMENDATION

1. Approve the removal and mitigation for 19 Heritage trees at a 2:1 tree replacement ratio with 15-gallon trees and a contribution of \$23,400 to the Tree Mitigation Fund for Northbound Shoreline/101 Off-Ramp Realignment (Computer History Museum Driveway Phase), Construction, Project 20-37.
2. Approve plans and specifications for Northbound Shoreline/101 Off-Ramp Realignment (Computer History Museum Driveway Phase), Construction, Project 20-37, and authorize staff to advertise the project for bids.
3. Authorize the City Manager or designee to award the construction contract to the lowest responsible bidder if the bid is within the project budget.
4. Authorize the City Manager or designee to amend the existing professional services agreement with AECOM Technical Services, Inc., to provide additional services for Northbound Shoreline/101 Off-Ramp Realignment, Project 15-39, for an additional \$100,000, for a not-to-exceed amount of \$1,400,892.

BACKGROUND

The Northbound Shoreline/101 Off-Ramp Realignment Project (Project) was identified as a Priority Transportation Improvement in the North Bayshore Precise Plan (NBPP) to facilitate anticipated growth in the North Bayshore Area. Certain development projects have been tied to the completion of this project via conditions of approval, including 2000 North Shoreline Boulevard (595,000 square feet of new office) and 1255 Pear Avenue (231,210 square feet of new office and 635 residential units).

The Project will realign the northbound U.S. 101 off-ramp (a Caltrans facility) to form a T-intersection at La Avenida, including widening La Avenida from three lanes to five lanes and converting it into a two-way street to improve intersection geometry and traffic operations at

the interchange and local circulation in the NBPP area (see Figure 1). The City is required to follow Caltrans standards, guidelines, and project development procedures due to the Project modifying a Caltrans facility.



Figure 1: Project Location and Layout

On [June 13, 2017](#), Council approved an agreement between the City and Caltrans for Caltrans to review the Project Study Report/Project Report (PSR/PR) and Environmental Clearance phase of the Project. This phase was approved by Caltrans on August 7, 2020.

On [April 30, 2019](#), Council approved the cooperative agreement with Caltrans for the design and construction of the Project, including right-of-way (ROW) acquisition. The City is funding all project costs for design, ROW acquisition, and construction and has received a \$5 million grant from the Santa Clara Valley Transportation Authority (VTA) Measure B sales tax program to use toward construction.

ANALYSIS

Caltrans is requiring the closure of the existing driveway access to the Computer History Museum (Museum) at La Avenida for access control (see Figure 2). Access control is the full or partial restriction of access to owners or occupants of abutting lands to or from a highway, and the closure will prohibit all vehicular movements from the Museum property onto La Avenida and North Shoreline Boulevard within Caltrans ROW. To provide an alternative access, the City will construct a new driveway access to the Museum, as shown in Figure 2. The driveway from Inigo Way was determined to be the most feasible location to meet the desired outcomes of the project and the access requirements for the Museum.



Figure 2: Museum Driveway Location

The Project will be constructed in two phases. The first phase is the construction of the new Museum driveway access from Inigo Way, which must be completed prior to the second phase. The second phase is the construction of the northbound U.S. 101 off-ramp realignment and La Avenida improvements. Staff will return to Council requesting approval of the plans and specifications and authority to bid the project for this second phase at a future date.

Construction of the driveway aisle will include removing and replacing existing parking lot lighting, removing trees, restriping parking spaces adjacent to the new driveway aisle, and installing concrete curb and gutter as shown in Figure 3.

Trees

A total of 20 trees, consisting of 19 Heritage trees and one non-Heritage tree, are required to be removed for the Project.

Twelve (12) of the Heritage trees and the one non-Heritage tree will be removed for the Museum Driveway phase, as identified in both Figure 3 and Table 1. The recommended mitigation is to replace the 12 Heritage trees at a 2:1 ratio with 15-gallon native trees, and the one non-Heritage tree at a 1:1 ratio with a 15-gallon native tree for a total of 25 new trees.

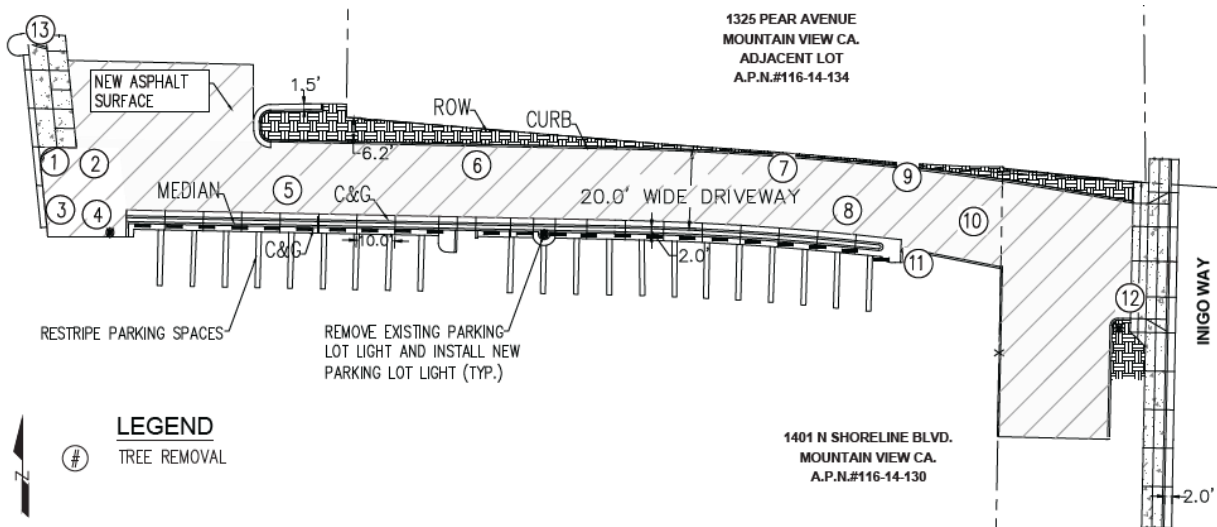


Figure 3: Museum Driveway Layout and Tree Removal

Table 1: Museum Driveway Tree Removal Details

TREE #	DIA. (IN)	SPECIES	HERITAGE
①	10	REDWOOD	YES
②	14	REDWOOD	YES
③	9	REDWOOD	YES
④	12	REDWOOD	YES
⑤	12	DEODAR CEDAR	YES
⑥	12	DEODAR CEDAR	YES
⑦	13	DEODAR CEDAR	YES
⑧	11	DEODAR CEDAR	YES
⑨	17	DEODAR CEDAR	YES
⑩	17	DEODAR CEDAR	YES
⑪	10	DEODAR CEDAR	YES
⑫	3	UNKNOWN	NO
⑬	13	REDWOOD	YES

There is no space to accommodate these 25 new trees on the Museum property; therefore, the planting of the trees will be incorporated into the northbound U.S. 101 off-ramp and La Avenida construction phase of the Project. Since these trees will be planted within Caltrans’ ROW, the City must follow Caltrans’ tree requirements. Caltrans will only allow 15-gallon trees to be planted on their property due to their position that 15-gallon trees have a shorter establishment period and, thus, better chances of survival as compared to 24” box trees.

The second phase of the Project will require the removal of seven Heritage trees as part of the widening of La Avenida. Figure 4 and Table 2 identify the tree removals along La Avenida. The recommended mitigation is to replace these seven Heritage trees at a 2:1 ratio with 15-gallon native trees, for a total of 14 new trees. The planting locations for the replacement trees will also be in Caltrans' ROW.

As part of the mitigation for the tree removals, the Project will also contribute the cost difference between 15-gallon and 24” box trees via an in-lieu fee for the 39 new trees for a total contribution of \$23,400 to the Tree Mitigation Fund.

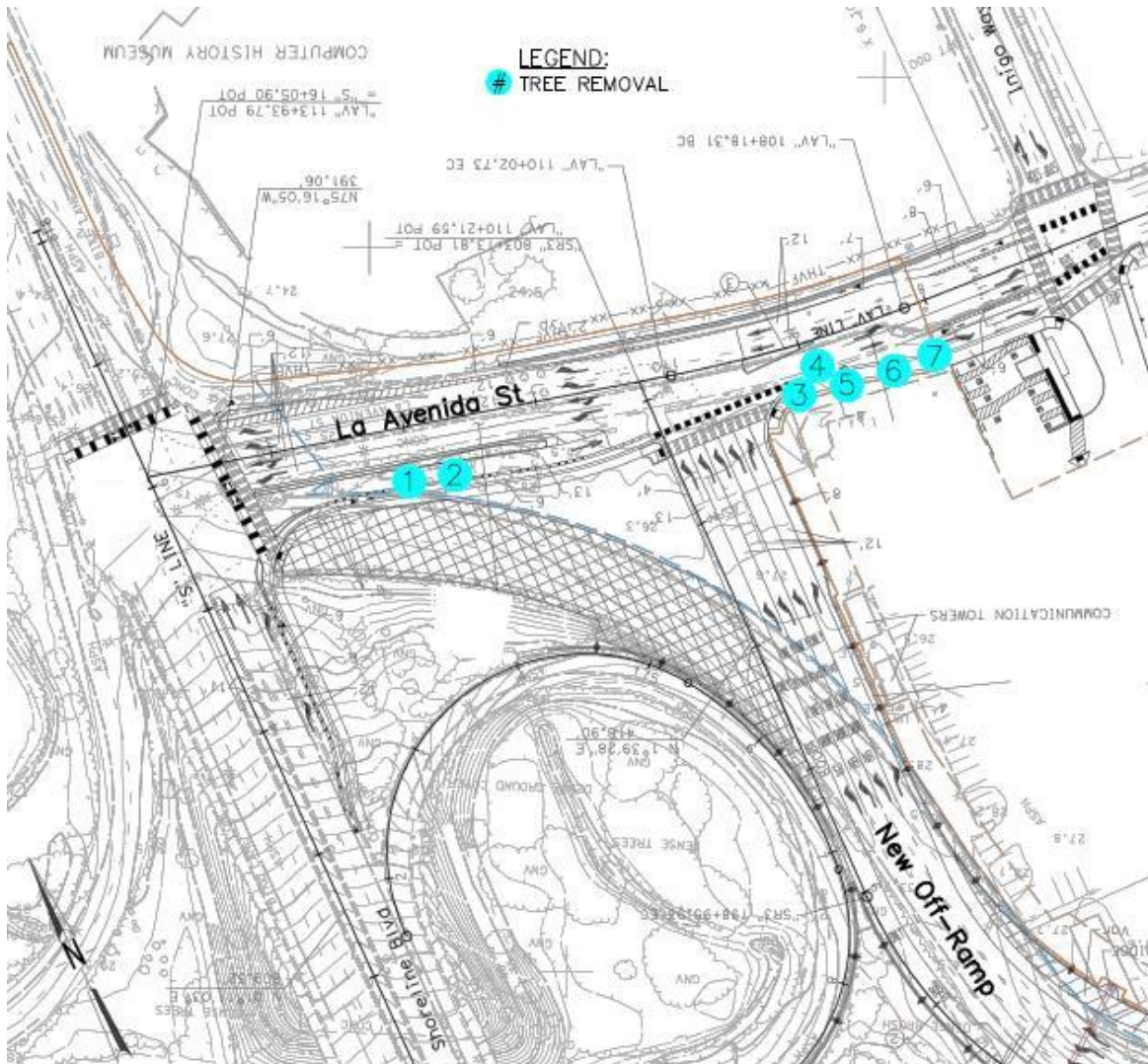


Figure 4: La Avenida Tree Removal

Table 2: La Avenida Tree Removal Details

TREE #	DIA. (IN)	SPECIES	HERITAGE
①	12	VALLEY OAK	YES
②	13	VALLEY OAK	YES
③	9	REDWOOD	YES
④	12	REDWOOD	YES
⑤	8	REDWOOD	YES
⑥	9	REDWOOD	YES
⑦	9	REDWOOD	YES

Urban Forestry Board Meeting

On March 9, 2022, the Urban Forestry Board (UFB) considered the mitigation for the 12 Heritage trees required to be removed as part of the Museum Driveway phase, plus the 7 Heritage trees to be removed as part of the northbound U.S. 101 off-ramp realignment and La Avenida construction phase, for a total of 19 Heritage trees. The UFB recommended the City Council approve the staff recommendation to mitigate the removal of 19 Heritage trees at a 2:1 tree replacement ratio with 15-gallon trees, to mitigate the non-Heritage tree at a 1:1 tree replacement ratio with a 15-gallon native tree, and to provide a contribution of \$23,400 to the Tree Mitigation Fund. The preliminary planting plan for the 39 mitigation trees is shown in Figure 5. These locations may be modified as conditions in the field are verified.

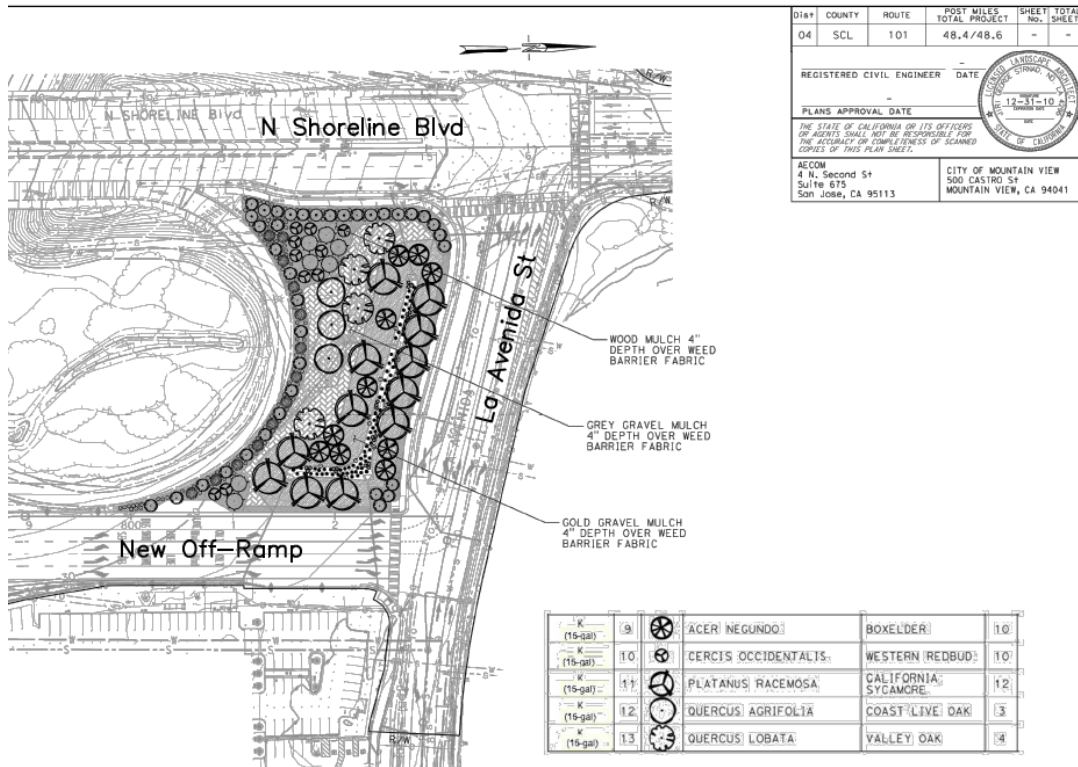


Figure 5: La Avenida Planting Plan

The UFB asked staff to evaluate planting additional trees along La Avenida. Staff has evaluated the feasibility of planting additional trees along La Avenida, beyond the recommended mitigation amount. The Computer History Museum has agreed to the planting of four 15-gallon red maple street trees along La Avenida fronting the museum property. The Community Services Department will be planting these four trees during the next scheduled street tree planting, which is anticipated to occur before summer 2022.

Museum Driveway Phase Timeline

Plans and specifications for the Museum Driveway Phase are complete and available for viewing in the Public Works Department. If Council approves the recommended actions and a responsive bid within the project budget is received, construction of the Museum Driveway phase is anticipated to begin in fall 2022 and completed by spring 2023.

Environmental Clearance

The Museum Driveway phase of the project has been determined to be categorically exempt in accordance with the requirements of Section 15301 ("Minor Alterations to Existing Public or Private Facilities") of the California Environmental Quality Act (CEQA) guidelines.

Consultant Agreement Amendment

AECOM Technical Services, Inc. (AECOM), is the design and engineering consultant for Northbound Shoreline/101 Off-Ramp Realignment, Project 15-39, and has an existing professional services agreement with the City for \$1,300,892. The City requested an additional services proposal for more extensive coordination with VTA and Caltrans, construction support services, and contingency. AECOM submitted a proposal for an increase to basic services for this work in the amount of \$100,000. Staff reviewed the proposal and found the fee to be fair and reasonable and recommends AECOM’s agreement be amended to add \$100,000 for a total not-to-exceed amount of \$1,400,892.

FISCAL IMPACT

As shown in Table 3, design of the Museum Driveway phase is under Northbound Shoreline/101 Off-Ramp Realignment, Project 15-39, and funded from the Shoreline Regional Park Community Fund, and construction of this phase is under Northbound Shoreline/101 Off-Ramp Realignment, Construction, Project 20-37, and funded from various sources.

Table 3: Funding Sources

	Design, Project 15-39	Construction, Project 20-37
Shoreline Regional Park Community Fund	\$2,020,000	\$ 8,950,000
Shoreline Community Bond	-	14,050,000
VTA Measure B Funds	-	<u>5,000,000</u>
Total	<u>\$2,020,000</u>	<u>\$28,000,000</u>

The estimated cost of the Museum Driveway phase is as follows:

Table 4: Museum Driveway Phase Design and Construction Cost

Construction (including contingency)	\$ 833,000
Consultant Services	138,000
City Project Management	58,000
Construction Inspection and Testing	<u>78,000</u>
Subtotal	\$1,107,000
City Administration	<u>72,000</u>
TOTAL PROJECT COST ESTIMATE	<u>\$1,179,000</u>

There is sufficient funding for the Museum Driveway phase of the Project.

CONCLUSION

The Northbound Shoreline/101 Off-Ramp Realignment Project is a large and complex infrastructure project, requiring coordination and approval from multiple agencies and property owners. It will provide improved circulation at this high-volume and critical intersection to serve anticipated growth in the NBPP area. The Project will be constructed in two phases. The first phase is the construction of the new Museum Driveway access from Inigo Way, and staff is requesting Council action to move this phase forward. The second phase is the construction of the northbound U.S. 101 off-ramp realignment and La Avenida improvements.

A consultant agreement amendment using funding from Northbound Shoreline/101 Off-Ramp Realignment, Project 15-39, is requested for additional coordination with VTA and Caltrans, construction support services, and contingency for the Northbound Shoreline/101 Off-Ramp Realignment and Museum Driveway Phases.

ALTERNATIVES

1. Do not approve the recommended actions and place the project on hold.
2. Provide other direction.

PUBLIC NOTICING

In addition to agenda posting, staff posted notices on the Heritage trees proposed to be removed and noticed properties within 750' of the project site.

Prepared by:

Ashok Aggarwal
Senior Traffic Engineer

Reviewed by:

Lorenzo Lopez
City Traffic Engineer

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Dawn S. Cameron
Public Works Director

Audrey Seymour Ramberg
Assistant City Manager/
Chief Operating Officer

AA/TS/4/CAM
909-05-24-22CR
201932

cc: APWD—Arango, CTE, STE—Aggarwal, SMA—Goedicke, PA—Li, SMA—Doan, File,
gmatshita@computerhistory.org