



JOINT REPORT

DATE: October 8, 2024

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Plymouth/Space Park Realignment,
Project 20-40—Professional Services
Agreement**

RECOMMENDATION

1. Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, approve deferring the bus lane elements of the project scope for Plymouth/Space Park Realignment, Project 20-40, to be a later phase of the project.
2. Acting as the City Council and Board of Directors of the Shoreline Regional Park Community, authorize the Community Manager and City Manager, or their respective designees to amend the professional services agreement with BKF Engineers, a California corporation (Entity No. 599256), for Plymouth/Space Park Realignment, Project 20-40, to add \$600,000 for additional design services for a total not-to-exceed amount of \$2,155,565. Approximately 71% of the total costs from preliminary engineering through construction for the Plymouth/Space Park Realignment project will be funded by the Shoreline Regional Park Community Fund.

BACKGROUND

In 2014, the City Council adopted the North Bayshore Precise Plan (NBPP), which established standards for the development of the North Bayshore Area and included a new street network and a list of Priority Transportation Improvements. The Plymouth Street/Space Park Way realignment is an identified Priority Transportation Improvement and is a key project in improving circulation on North Shoreline Boulevard. The project realigns Plymouth Street to connect with and create a four-way signalized intersection at Space Park Way and North Shoreline Boulevard (see Figure 1). The original project scope also identified the installation of a portion of the reversible transit lane on North Shoreline Boulevard, from Pear Avenue to the realigned Plymouth Street/Space Park Way/North Shoreline Boulevard intersection, and is further discussed below. The project will be delivered in three phases: tree removals, demolition of buildings, and roadway realignment.

The following NBPP complete street elements to improve bicycle and pedestrian connectivity are included in the project:

- Two-way cycle track on the west side of North Shoreline Boulevard;
- Protected intersection improvements at the realigned Plymouth Street and Space Park Way intersection;
- 6' and 7' wide separated sidewalks on Plymouth Street and North Shoreline Boulevard, respectively;
- Park strip area between the street and sidewalk with new landscaping, trees, and green stormwater infrastructure; and
- Bike lanes on Plymouth Street from North Shoreline Boulevard to Joaquin Road.



Figure 1: Project Location Map

Council has taken several actions for the design, right-of-way acquisition, and construction of the Project, as shown in Table 1.

Table 1: Project History

Date	Action/Milestone
February 13, 2018	<p>Council approved the acquisition of four properties listed below for a total of \$28.5 million. On May 25, 2021, acting in its capacity as the Board of Directors of the Shoreline Regional Park Community, Council appropriated an additional \$40,000 from the Shoreline Regional Park Community Fund to close escrow on the property acquisitions. The real property acquired included:</p> <ul style="list-style-type: none"> • 1600 North Shoreline Boulevard; • 1616 North Shoreline Boulevard; • A portion of 1015 Joaquin Road; and • A portion of 1674 North Shoreline Boulevard.
June 25, 2019	<p>Council approved a professional services agreement with BKF Engineers in the amount of \$1,155,565.</p>
March 8, 2022	<p>Council approved amending the professional services agreement with BKF Engineers for an additional \$400,000 to include coordination and incorporation of utility relocation in project plans and specifications.</p>
May 9, 2023	<p>Council approved the plans and specifications for tree removals and demolition of existing buildings located at 1600 and 1616 North Shoreline Boulevard, which are the first two of the three phases of the project.</p>

Additionally, on [June 25, 2024](#), as part of Shoreline Boulevard Interim Bus Lane and Utility Improvements, Project 16-58 (the Shoreline Project), Council approved staff’s recommendation to defer the bus lane element of the Shoreline Project scope to a later phase. As a result, the bus lane component for the Plymouth/Space Park Realignment, Project 20-40, is being revisited to align with the Shoreline Project and is discussed further below.

ANALYSIS

Phasing of Project Scope

As noted in the June 25, 2024 Council report for the Shoreline Project, implementation of the median bus lane element may not be needed or fully utilized in the next few years. This is due to lower traffic volumes as compared to pre-COVID levels, limited travel time benefit of the bus lane, delayed office development in the North Bayshore, and reduced Caltrain, MVgo, and

corporate shuttle ridership. At the June 2024 meeting, Council supported the Council Transportation Committee's recommendation for a three-phased approach to the Shoreline Project scope:

- Complete the bicycle, pedestrian, and utility improvements for the Shoreline Project.
- Perform a feasibility study of interim pedestrian and/or bicycle improvements through the U.S. 101 interchange.
- Construct the bus lane improvements once conditions support an effective and well-used median bus lane.

The Plymouth/Space Park Realignment project (the Plymouth Project) also has the same bus lane component as the Shoreline Project, intended to extend this element to the new alignment of Plymouth Street. Staff recommends a similar phasing approach for the Plymouth Project for consistency with the Shoreline Project with a modification to not perform a feasibility study due to the Plymouth Project already incorporating and implementing permanent pedestrian and bicycle improvements from Pear Avenue to the new alignment of Plymouth Street. These include the complete street elements previously noted in the Background section of this report. The feasibility study of interim improvements through the U.S. 101 interchange will remain as a phase of the Shoreline Project.

Should Council approve the recommendation, the median bus lane elements will be deferred, and the bicycle, pedestrian, and utility improvements will be delivered as part of the roadway realignment phase.

Agreement Amendment

The project is progressing well with the tree removals substantially complete, the building demolition now beginning construction, and the roadway realignment continuing to move forward in design. While the phasing strategy has been working well, after evaluating the project's complexities and other needs, BKF and City staff determined additional design services were needed to support the project and finalize design. These services will address scope changes as well as other ongoing coordination efforts needed for the project to complete the design. The details of the additional services include the following:

- Construction Support for Building Demolition. The phased approach requires construction support for each phase, and additional support includes reviewing the contractor's submittals, providing responses to contractor-initiated inquiries, and attending field meetings as required by City staff. BKF will also verify the final site elevations are consistent with the approved plans.

- Utility Coordination. There has been coordination with utility owners for relocation of the utilities, where the project requires additional comprehensive coordination framework that includes strategic project phasing with utilities prior to the final roadway package phase. The effort will also include construction support to verify utilities are installed consistent with the approved plans.
- Private Property Coordination. The project impacts nine properties along Plymouth Street, Pear Avenue, and Shoreline Boulevard through either acquisition, permanent easement, or temporary easement. Additional support is needed to evaluate design configurations for the properties, such as development of on-site concept plans showing how reconfiguration of facilities on private property are incorporated into the project, including identifying that property access and parking will be maintained or accommodated.
- Right-of-Way Support. To support acquisition of temporary and permanent property rights, preparation of legal documents are needed. BKF will continue to support the City's and Shoreline Regional Park Community's acquisition of street easements, temporary construction easements, and access agreements from property owners by preparing exhibits and other technical legal documents.
- Coordination with the Shoreline Project. There has been coordination between the Shoreline Project and the Plymouth/Space Park Realignment project for construction phasing at the Pear Avenue intersection. The coordination has been more extensive than originally contemplated and is still needed. Additionally, the scope for the bus lane element is now recommended to be phased consistent with Council's June 25, 2024 approval for the Shoreline Project. This requires modifications to the design package and coordination with both projects.
- Additional Project Management. Additional project management is needed for BKF to continue to support the project through the final design phase, including monthly coordination meetings, schedule development, additional plan submissions due to project modifications, and monitoring progress to ensure delivery of the roadway package, expected by summer 2025.

The fee for these additional services is \$600,000. This fee is consistent with such services, and staff considers the fee to be fair and reasonable for the scope of work required. Staff recommends amending the professional services agreement with BKF adding \$600,000, including a contingency in the amount of \$55,000, for a new not-to-exceed amount of \$2,155,565.

Next Steps

If Council approves the recommended actions, the roadway realignment design is scheduled to be completed by summer 2025. Staff anticipates utility relocations to begin in January 2025, completion of property acquisitions in spring 2025, and roadway realignment construction to begin in fall 2025.

FISCAL IMPACT

Plymouth/Space Park Realignment, Project 20-40, is currently funded as shown in Table 2:

Table 2: Project Funding

<u>Funding Source</u>	<u>Funding Amount</u>
2018 Shoreline Regional Park Community Bond	\$21,400,000
Shoreline Regional Park Community Fund	6,380,000
Shoreline Community Public Benefit	3,200,000
Google Landings Development Project	<u>885,952</u>
TOTAL	<u>\$31,865,952</u>

The professional services agreement fee, with the inclusion of recommended amendment, is \$2,063,004 for basic services and reimbursable expenses, and a contingency of \$92,561 for additional services, for a total not-to-exceed amount of \$2,155,565. The project budget has sufficient funds for the recommended action; no additional appropriation is requested at this time.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits local government officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$250 from a party, participant, or agent of a party or participant in the proceeding within the last 12 months. A local government official is similarly prohibited from accepting, soliciting, or directing a campaign contribution exceeding \$250 from a party, participant, or agent of a party or participant to any proceeding involving a license, permit, or other entitlement for use for 12 months after a final decision is rendered in said proceeding.

Please refer to the “X” in the checklist below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

- Land development entitlements
- Other permit, license, or entitlement for use
- Contract or franchise

EXEMPT FROM THE LEVINE ACT

- Competitively bid contract
- Labor or personal employment contract
- General policy and legislative actions

For more information about the Levine Act, please see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html.

CONCLUSION

Plymouth/Space Park Realignment, Project 20-40, is a critical element of the North Bayshore Precise Plan to improve vehicle movement and promote active transportation. As a result of continued remote work transition, current North Bayshore conditions show a reduction in vehicle traffic volumes, ridership of Caltrain, MVgo, and corporate shuttles as well as delayed office development. Consistent with the previous Council-approved phasing approach to the Shoreline Project, there is a benefit to also phase the Plymouth Project, allowing pedestrian, bicycle, and utility improvements to move forward while deferring the median bus lane elements to a future phase. The project design is complex, and an amendment to the BKF contract is requested to increase design services for additional design efforts, coordination, and project management needed to incorporate the recommended scope phasing.

ALTERNATIVES

1. Do not authorize the amendment to the professional services agreement with BKF and direct staff to negotiate a different amendment amount.
2. Provide other direction.

PUBLIC NOTICING—Agenda posting.

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JC/LL/6/CAM
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