



## AGENDA REPORT

**Meeting Date:** October 18, 2016  
**Item Number:** F-1  
**To:** Honorable Mayor & City Council  
**From:** Mark Cuneo, City Engineer *MRC*  
Aaron Kunz, Deputy Director of Transportation  
Samer Elayyan, Project Manager *SE*  
**Subject:** NORTH SANTA MONICA BOULEVARD RECONSTRUCTION PROJECT  
**Attachments:** 1. Construction Segments  
2. Construction Phasing  
3. South Santa Monica Boulevard Parking

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### RECOMMENDATION

Staff seeks direction and input from City Council on the following:

- Construction sequencing
- Project Schedule
- South Santa Monica Boulevard parking strategies
- Neighborhood traffic mitigation "toolbox"

Based on City Council input and direction, staff will direct the contractor to start on the preliminary activities that precede construction such as: final traffic control plans and construction schedule, permits, materials submittals, video surveying and potholing to verify the depth and location of underground utilities within the construction area.

### INTRODUCTION

At its meeting on July 19, 2016, City Council approved the award of a construction contract to Griffith Company, the lowest responsible bidder and a professional services agreement for construction management and public outreach with Berg & Associates, Inc. Subsequently, staff, in conjunction with the Contractor and Construction Manager, developed a work plan including a construction schedule, phasing options and traffic control/traffic mitigation measures. Based on City Council direction, staff presented the

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work plan to the business and residential communities, the Traffic & Parking and Public Works Commissions and the City Council Ad-Hoc Committee for their input and feedback prior to returning to City Council for direction/approval. In addition, staff will continue providing outreach and notification to the community about this project prior to beginning construction.

## **DISCUSSION**

### ***Project Improvements***

This project scope of work includes the reconstruction of North Santa Monica Boulevard to rebuild the deteriorating roadway, upgrade the drainage system, replacement of existing curbs and gutters, widen the south side of the roadway between Canon Drive and Wilshire Blvd, installation of a new street lighting system on the north side of the street, relocation and upgrade of traffic signals, ADA access upgrades, replacement of sidewalks and driveways, landscaping and the implementation of low impact drainage concepts that comply with the urban runoff water quality regulations.

### ***Construction Phasing***

During project design the City Council Ad-Hoc Committee evaluated options for lane closures alternatives during construction. The Ad-Hoc Committee recommended, and the City Council concurred, to keep four lanes open during construction to the extent possible but allow a reduction in the number of lanes to two or three lanes to expedite completion of the project as soon as practical. With that direction, the project team developed the following phasing plan.

The construction of the roadway (approximately 1.5 miles) will be divided into two similarly sized segments (see attachment 1):

- **West Segment** (from Wilshire Boulevard to Alpine Drive)
- **East Segment** (from Alpine Drive to Doheny Drive)

Each segment is expected to be completed within 9 months from its start time. Additionally, each segment will be broken into multiple phases (A through D as shown in attachment 2) to maintain the flow of traffic to the extent feasible and minimize traffic impacts to both residences and businesses. Below is the approximate duration and description of each phase:

### **Phase A**

The duration of this phase is approximately 75 working days. Construction work during this phase occupies the **northerly side** of the street and includes:

- Sidewalks, curbs and gutters, curb ramps, driveways, cross-gutters, irrigation, catch basins, concrete pavement, street lights and signal foundations
- Underground utilities including all storm drain lines, electrical work and fiber optic and traffic signal conduits
- Vegetated bio-swale and landscape improvements

## **Phase B**

The duration of this second phase is approximately 45 working days. Construction work during this phase occupies the southerly side of the street and includes:

- Sidewalks, curbs and gutters, curb ramps, driveways, cross-gutters, irrigation, catch basins, concrete pavement, street lights and signal foundations
- Underground utilities including all storm drain lines, electrical work and traffic signal conduits
- Landscape improvements

Phases A & B are least restrictive, allowing for four lanes of travel. Two westbound and two eastbound lanes will be maintained throughout this period with a minimum of two locations for left turns into the business triangle. This work requires the contractor to occupy an 18' wide working area adjacent the curb, whether it is the northern or southern sides of the roadway. Striping and engineered traffic control will be in place before any work proceeds during these phases and all subsequent phases.

## **Phase C**

The duration of this phase is approximately 25 working days. Construction work during this phase supports the roadway section removal and reconstruction within the southern half of the roadway. This work primarily involves:

- Removal of existing pavement section (asphalt, concrete, base and subgrade), approximate depth of removal is 2 feet
- Reconstruction of the roadway up to 2" below finished surface

Phase C is the most restrictive but also the shortest in duration. This work requires the contractor to occupy a 38' wide working area adjacent the newly constructed southern curb. During this phase, the roadway will be restriped to accommodate either two westbound lanes or one westbound and one eastbound lane, depending whether it is associated with the west or east segment of work.

## **Phase D**

Phase D work requires approximately 40 working days to reconstruct the remaining northern half of the roadway. This work involves:

- Removal of existing pavement section (asphalt, concrete, base and subgrade), approximate depth of removal is 2 feet
- Reconstruction of the roadway up to 2" below finished surface

The width of the construction zone under this phase is 28 feet, fronting the newly constructed northern curb. Phase D accommodates one lane eastbound and two lanes westbound throughout the project alignment.

### ***Project Schedule***

The estimated duration of construction is approximately 18 months. Work is anticipated to commence early January 2017. The project start date reflects the community's desire to start after the holiday season and to ensure that work on the western segment closer to the business triangle is completed before the 2017 holiday season. This project is also coordinated with other projects including: the purple line extension, City projects and major private developments within the City and the neighboring cities.

### ***Public Outreach***

The City Council assigned the Traffic & Parking Commission to propose a traffic management program prior to hiring a contractor. The Traffic & Parking Commission held several regular meetings with staff and design team, as well as citywide noticed public meetings on September 30, 2015, and October 1, 2015, and developed proposals in three categories 1) public outreach and notification, 2) residential "toolbox" and 3) parking strategies for South Santa Monica Boulevard. Staff also presented the South Santa Monica Boulevard parking strategies at the October 15, 2015, Government Affairs Committee. The City Council reviewed the Traffic & Parking Commission proposals on November 17, 2015, and supported the overall program but asked for additional public outreach for South Santa Monica Boulevard parking strategies.

Per City Council direction on July 19, 2016, staff held several business and residential community outreach meeting and presented findings to the Traffic & Parking Commission and Public Works Commission. In those meetings staff discussed the various construction phasing options, traffic impacts and specific mitigation approach during each Phase. Additionally, staff presented the anticipated traffic impacts due to the overlap of the North Santa Monica Boulevard Reconstruction and Purple Line Extension. During those meetings, staff had interactive discussions with the community and was able to request and evaluate their feedback on the following:

- Construction start date (November 2016 vs. January 2017)
- Segment sequence ( East Segment vs. West Segment)
- Extended work hours and weekends (if needed) to reduce the duration of traffic impacts especially during Phase "C"
- South Santa Monica Blvd. parking options

Below is a list of all meetings held to date:

- Government Affairs Committee Meeting: August 18, 2016
- Business Community Meeting: August 31, 2016
- Residential Community Meeting: August 31, 2016
- Traffic and Parking Commission Meeting: September 1, 2016
- Public Works Commission Meeting: September 8, 2016
- Business Community Meeting: September 22, 2016
- Residential Community Meeting: September 28, 2016

Citywide mailers were sent to residents and businesses in the community. Additionally, the Beverly Hills Chamber of Commerce and City staff visited businesses on South

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Santa Monica Boulevard and the Business Triangle area with information about the community meetings.

The Beverly Hills Unified School District also forwarded information through their district list server. In addition, the City posted information on its social media platforms, sent e-notices and advertised in local media publications regarding the outreach meetings.

It was concluded that both business and residential communities concurred that construction should start at the west segment starting early January 2017 to avoid impacts on the business triangle during the holiday seasons of the years 2016 and 2017. Ongoing planned community outreach meetings will be held throughout construction, especially prior to each major milestone. In addition to the community outreach meetings, the community will be kept apprised of the construction schedule and impacts throughout the project life.

### ***TRAFFIC MANAGEMENT***

Updates to the Traffic & Parking Commission recommendations for traffic management based on community outreach meetings as follow:

#### **Public information**

The community outreach meetings confirmed the need for a wide range of public notification methods to reach City of Beverly Hills residential and business communities, and surrounding communities and commuters, through a variety of media outlets. Additionally, a City "Moving Towards the Future" program to communicate the Santa Monica Boulevard Reconstruction Project, Metro Purple Lane Extension and other projects in the City can be found at [www.beverlyhills.org/future](http://www.beverlyhills.org/future).

#### ***Residential Traffic Management***

The residential traffic management "toolbox" was designed to be flexible for different stages of construction, changes in traffic patterns and community input. Staff proposes implementing the following at the beginning of construction:

- No Left-turn from Wilshire Boulevard to Carmelita Avenue
- Right-turn restrictions from westbound North Santa Monica Boulevard to Foothill Road and Elm Drive

Other traffic management measures, such as a potential right-turn restriction from South Santa Monica Boulevard onto eastbound Charleville Boulevard, could be evaluated and implemented at a later date based on traffic data and observed commuter impacts through residential street blocks.

Staff is updating traffic count data in areas of the City adjacent to the project. Traffic Management devices could be added, modified or removed based on changes in traffic patterns and community input.

### **South Santa Monica Blvd Parking Options**

In order to facilitate traffic access into the business district and avoid directing traffic into residential streets, it was determined that removal of parking on South Santa Monica Boulevard (SSMB) is necessary to increase traffic capacity.

Attachment 3 provides parking options for South Santa Monica Boulevard ranging from peak-period parking restrictions to temporarily bagging all 39 meters on SSMB between Beverly Drive and Wilshire Boulevard to maintain vehicular access to the business triangle.

The Traffic & Parking Commission recommends temporarily removing all 39 spaces for the duration of construction and providing replacement parking on the upper level of the City's Santa Monica 5 (SM5) structures. Staff estimates gaining approximately 41 spaces overall through restriping of the top levels of the SM5 facilities with "Attendant Assisted" parking.

The SM5 parking structures have lower and upper level parking spaces with traffic traveling in one direction. The five structures offer metered parking from 8 a.m. to 6 p.m., Monday through Saturday.

The lower levels of the SM5 facilities have two rows of angled parking on each side of a center drive aisle, and cannot be reconfigured to increase existing capacity. The upper levels of each structure have a single row of parking along the south side and a drive aisle on the north side of each structure. A total of 141 spaces are on the top levels of the combined SM5 structures as outlined below:

| Structure | Address              | Spaces* | Entrance from: | Exit onto:              |
|-----------|----------------------|---------|----------------|-------------------------|
| SM - 1    | 485 N. Beverly Drive | 25      | Rodeo Drive    | Beverly Drive           |
| SM - 2    | 485 N. Rodeo Drive   | 24      | Camden Drive   | Rodeo Drive             |
| SM - 3    | 485 N. Camden Drive  | 24      | Camden Drive   | Bedford Drive           |
| SM - 4    | 485 N. Bedford Drive | 25      | Roxbury Drive  | Bedford Drive           |
| SM - 5    | 485 N. Roxbury Drive | 43      | Roxbury Drive  | South Santa Monica Bld. |

\*Upper level only.

Staff retained a professional analysis from the City's parking operations industry experts, Parking Concepts Inc. (PCI), to evaluate the *operations* of parallel and/or tandem parking on the upper levels of the SM5 structures with *Attendant Assist* services.

Valet and Attendant Assist parking are often confused as the same type of service. Valet parking is defined by the use of a single drop-off and pick-up point for vehicles. City staff examined SSMB and the north-south side streets between Wilshire Boulevard and Crescent Drive and determined that there was no viable or practical location for an on-street single point valet due to street width, restriping and inclusion of left turn pockets to maintain traffic flow.

Attendant Assist parking is utilized in facilities where the space configuration consists of tandem or stacked parking. Drivers self-park their vehicles and provide their keys to an attendant in case a vehicle blocking others needs to be moved to allow others to exit the

parking space. The Attendant Assist will also verbally guide/direct patrons in/out of spaces.

The following six Attendant Assist scenarios were evaluated by PCI for each of the SM5 structures. The operational plan includes the patron giving keys to an attendant and receiving a claim ticket; attendant guiding driver in/out of a parking space; attendant moving parallel parked vehicles as necessary to allow blocked vehicles to exit; and attendant(s) available between 10 a.m. and 6 p.m., Monday through Saturday at each upper level structure. Additionally, a vehicle reader will be installed for each new space and parking signage will be added on the north wall of each structure restricting parking (along the north wall) to the attendants' hours of operation.

| Scenario  | Striping   | Spaces on the South Side | Additional Spaces per Structure                               |     |     |     |     | Net Overall Gain | Number of Attendants Per Structure                            | Estimated Monthly Operation Cost | Estimated Annual Operation Cost |
|---|--|--------------------------|---|-----|-----|-----|-----|------------------|---|----------------------------------|---------------------------------|
|   |  |                          | SM1   | SM2 | SM3 | SM4 | SM5 |                  |   |                                  |                                 |
| 1. Existing with Parallel Parking on North Side   | Add spaces on the north side                         | 141                      | 8   | 7   | 7   | 8   | 11  | 41               | 1 each  | \$ 21,534                        | \$ 258,410                      |
| 2. Angled with Parallel Parking on North Side     | Restripe angled per code                             | 132                      | 8   | 7   | 7   | 8   | 11  | 32               | 1 each  | \$ 21,534                        | \$ 258,410                      |
| 3. Tandem Parking                                 | Restripe, extend existing stalls                     | 141                      | 25  | 24  | 24  | 25  | 43  | 141              | NOT FEASIBLE - LIMITED TURN RADIUS DUE TO WIDTH OF STRUCTURES |                                  |                                 |
| 4. Parallel Parking behind Existing Marked Stalls | Add spaces behind existing stalls                    | 141                      | 8   | 7   | 7   | 8   | 11  | 41               | 4 each  | \$ 83,090                        | \$ 997,081                      |
| 5. Parallel Parking behind Angled Stalls          | Restripe angled per code and add space behind stalls | 132                      | 8   | 7   | 7   | 8   | 11  | 32               | 4 each  | \$ 83,090                        | \$ 997,081                      |
| 6. Angle Parking behind Existing Marked Stalls    | Add spaces behind existing stalls                    | 141                      | NOT FEASIBLE - LIMITED TURN RADIUS DUE TO WIDTH OF STRUCTURES |     |     |     |     |                  |   |                                  |                                 |

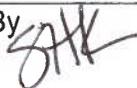
Based on the analysis provided by PCI, staff recommends Scenario 1, which will provide two more parking spaces than the 39 spaces currently available along South Santa Monica Boulevard and has the least operation cost.

**FISCAL IMPACT**

Funding for this project is available in the Capital Improvement Budget in CIP No. 0889.

Susan Healy Keene

Approved By



George Chavez

Approved By



# **Attachment 1**

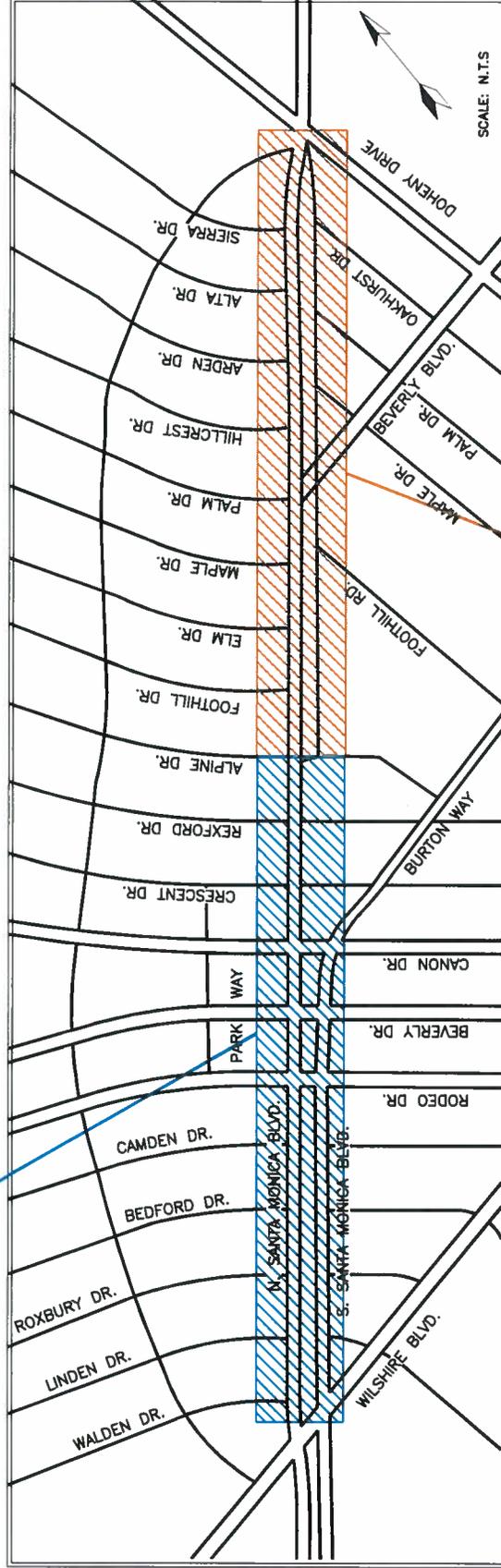
# CONSTRUCTION SEGMENTS

## Two Segments:

West segment between Wilshire Blvd. and Alpine Dr.

East segment between Alpine Dr. and Doheny Dr.

WEST SEGMENT



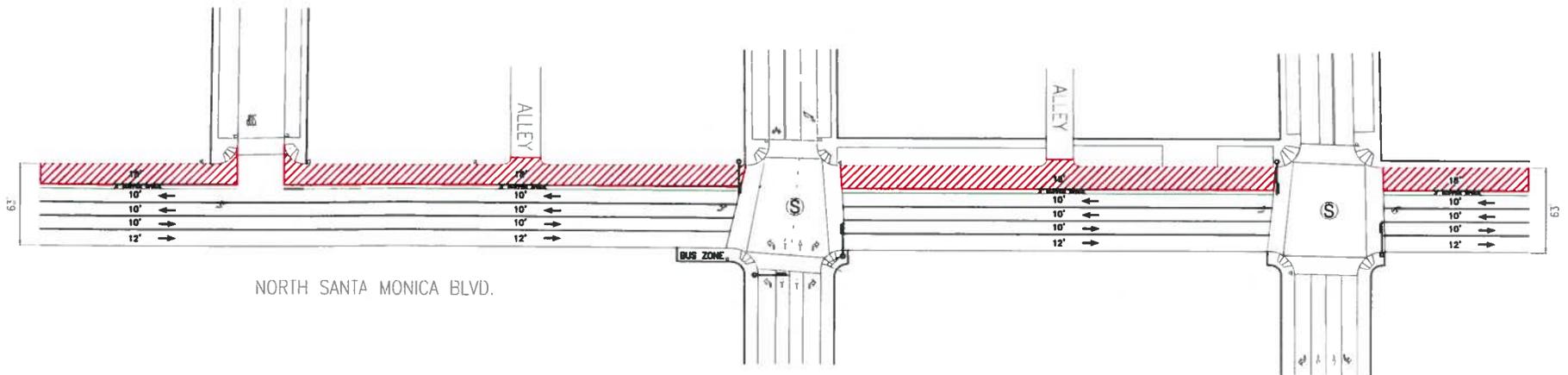
EAST SEGMENT

# **Attachment 2**

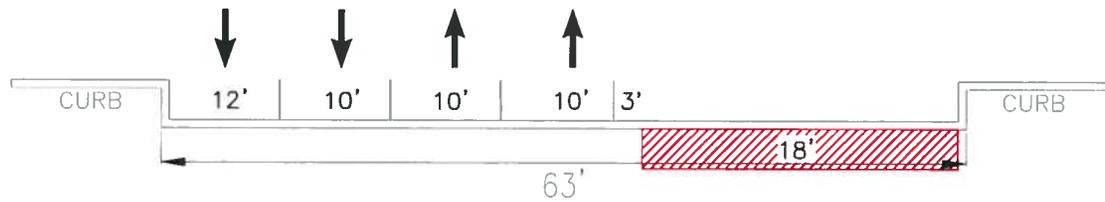
# PHASE A

East Segment – **Approx. 74 Working Days**

West Segment – **Approx. 74 Working Days**



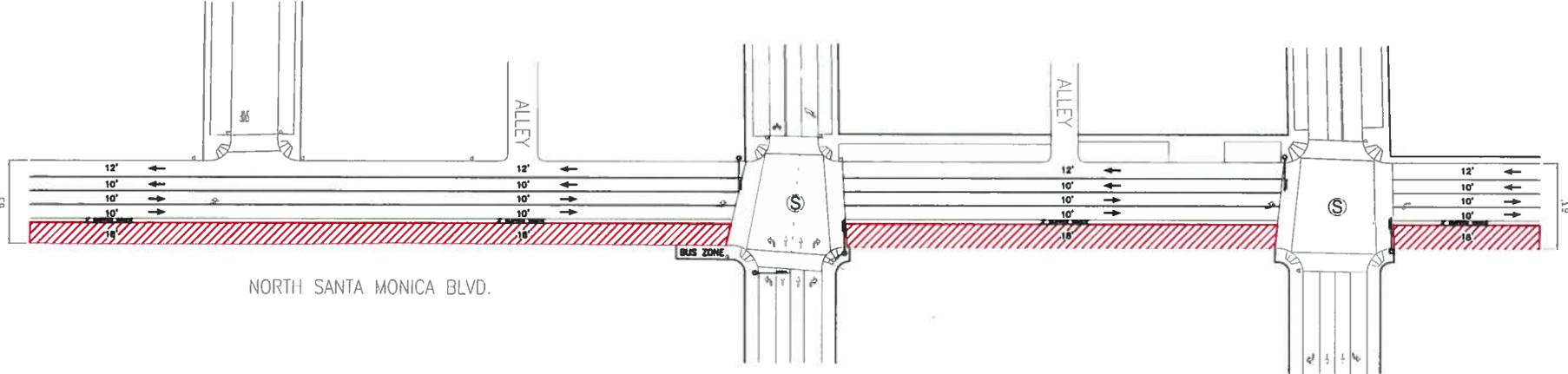
Four Lanes Open



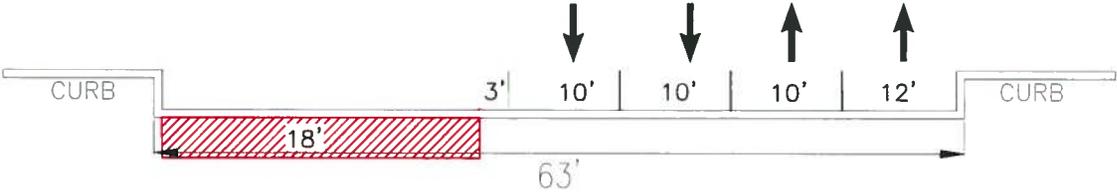
# PHASE B

East Segment – **Approx. 43 Working Days**

West Segment – **Approx. 48 Working Days**



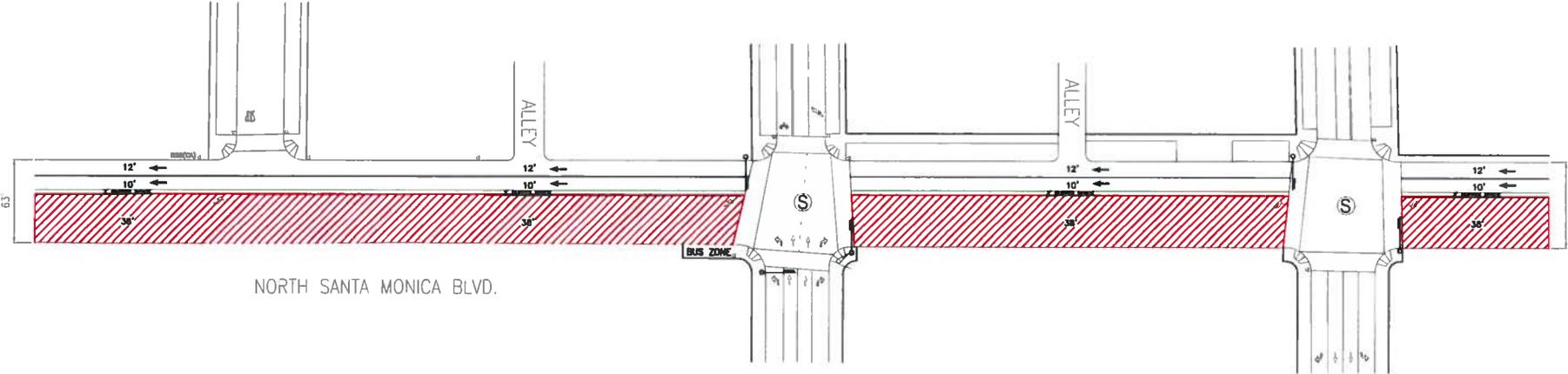
Four Lanes Open



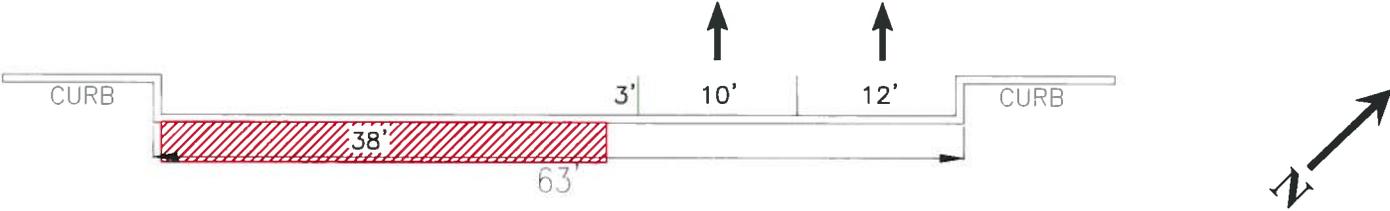
# PHASE C

East Segment – Approx. 23 Working Days

West Segment – Approx. 23 Working Days



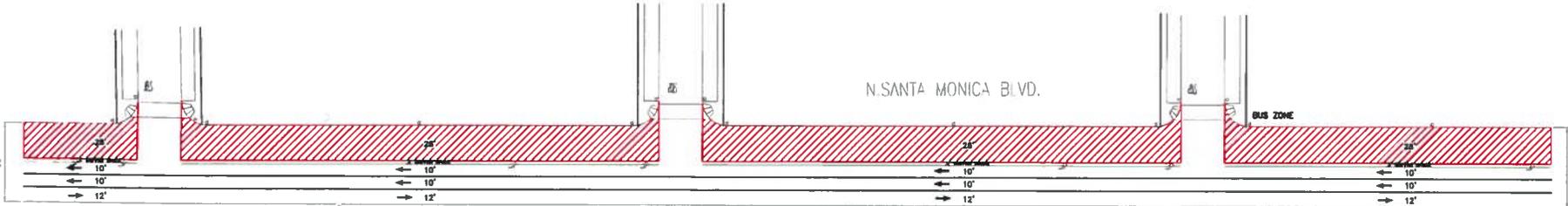
Two Lanes Open



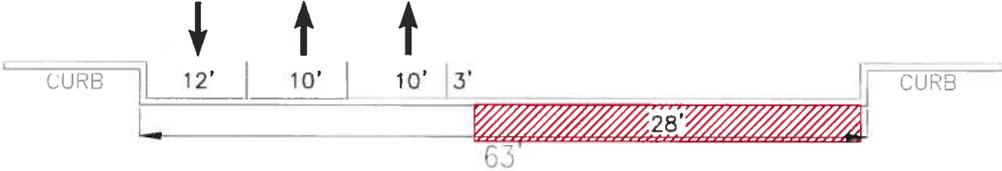
# PHASE D

East Segment – 35 Working Days

West Segment – 39 Working Days



Three Lanes Open



# **Attachment 3**

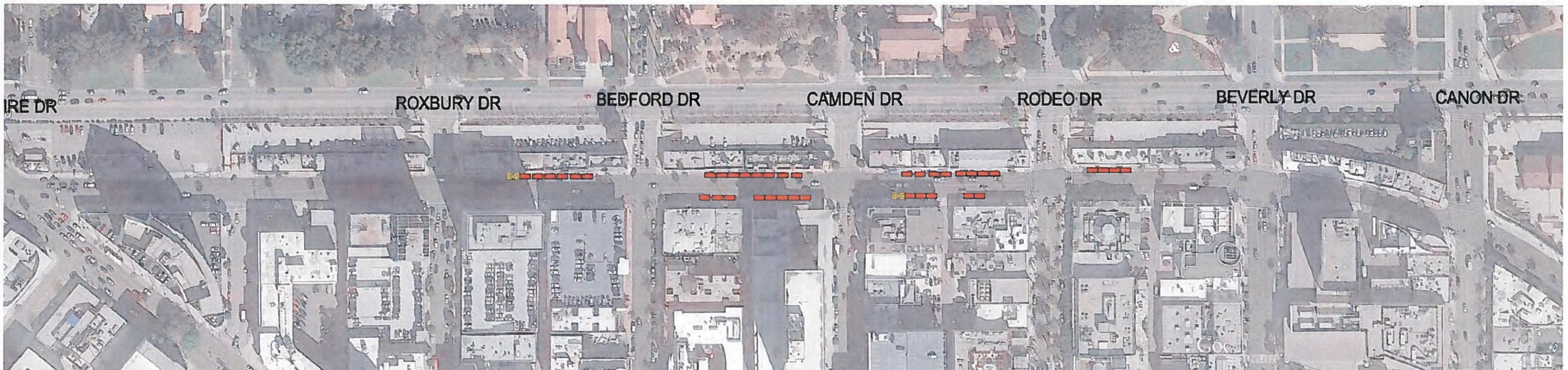
# SOUTH SANTA MONICA BLVD OPTIONS

| Option                                   | Number Parking Spaces |            | Capacity Enhancement |
|--|-----------------------|------------|----------------------|
|  | South Side            | North Side |                      |
| Existing Conditions                      | 13                    | 26         | NA                   |
| "Bag" South Side Parking                 | 0                     | 26         | 6% (EB)              |
| Remove South Side Parking; Restripe SSMB | 0                     | 34         | 9-16% (Both Dir)     |
| Peak Period Parking Restrictions         | 0                     | 0          | 6% (Both Dir)        |
| No Parking; Restripe with Five Lanes*    | 0                     | 0          | 25% (Both Dir)       |

**\*Traffic & Parking Commission Recommendations**



Proposed Striping of SSMB with No Parking on Either Side



EXISTING CONDITIONS: 39 PARKING SPOTS, 2 LOADING ZONES

RODEO DRIVE

BEVERLY DRIVE

Charlotte Olympia

Bobbi Brown

Sugarfina

Johnathan Arnot

Hilme

Basanti Tea Bar

Ice Cream Lab

Chipotle

Brooks Brothers

The Paley Center

CAMDEN DRIVE

RODEO DRIVE

Yanai Van & Cynthia Zuniga Salon  
Jim Wayne Salon  
Couscous a Go Go  
Kramer's Pipe & Tobacco Shop

Raphael's Jewelry  
Beverly Hills Beignet  
Bo Nuage  
Bang & Olufsen  
Dominique Cohen Jewelry  
Badgley Mischka

OneWest Bank

Yu/Mii

WEST

Saint Laurent



**BEDFORD DRIVE**

**CAMDEN DRIVE**

N Santa Monica Blvd

S Santa Monica Blvd

*Viola Nail Salon*

*Arturo's Shoe Fixx*

*Psychic Reader*

*Sprinkles Cupcakes*

*Sprinkles Ice Cream*

*Kreation Organic Kafe*

*Only in Beverly Hills*

*Amorino Beverly Hills*

*Panini Cafe*

*Crustacean*

*Maxford Jewelry & Loan*

*Le Pain Quotidien*

*Piccolino Children*

*K Chocolatier*

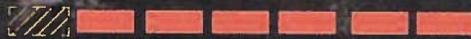
*Wells Fargo*

ROXBURY DRIVE

BEDFORD DRIVE

The Nosh of Beverly Hills  
Salon MIKOLAJ  
Beverly Hills Picture Framing  
Top Nail Salon

Vazawa Japanese BBQ  
Postal Office  
AT&T



S Santa Monica Blvd

Comerica Bank

FedEx Office & Ship

Cardtronics ATM