

TO: James L. App, City Manager

FROM: Doug Monn, Public Works Director

SUBJECT: 12<sup>th</sup> Street – Vine St. to Fresno St. – Proposition 84 Grant

DATE: June 3, 2014

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**NEEDS:** For the City Council to confirm Council Ad Hoc Committee (Picanco & Strong) design directive of 12<sup>th</sup> Street road work (Vine St. to Fresno St.)

**FACTS:**

1. On February 26, 2014, staff presented conceptual design for road repair of 12<sup>th</sup> Street (Vine St. to Fresno St.) to Mayor Picanco and Councilman Strong (see attached minutes).
2. In conjunction with the design review the Ad Hoc Committee authorized staff to apply for a Proposition 84 Storm Water Grant to assist in the rehabilitation of 12<sup>th</sup> Street.
3. The grant is quite competitive and is open to all Municipalities in California. The Regional Board received 117 applications and on May 15, 2014, we were notified that Paso Robles was one of 27 Cities selected to receive a grant. Based on the Ad Hoc recommended designed the grant amount is \$1,150,000.
4. The design features for the road work as approved by the Ad Hoc Committee (Picanco & Strong) and as submitted to the Regional Board are as follows:
  - The design reduces 12<sup>th</sup> Street (between Vine and Fresno) width to 36 feet but would still allow for parking for both sides. As a comparison, it will resemble streets at Sierra Bonita Tract Homes such as Queenanne, Kimberly and Lark Ellen which are also 36 feet curb to curb (see attached photos). The existing width of 12<sup>th</sup> Street is 52 feet.
  - The north side will allow the construction of extra wide sidewalks providing children on bicycles and parents with strollers an easy path of travel as they make their way to/from the Downtown District and Park (see attached exhibit of proposed design).
  - The reduction in pavement width will save approximately \$120,000 to \$250,000 in future asphalt maintenance every 10 years.
  - Curb extension water control areas west of Chestnut, west of Olive, and west of Vine will be installed to capture storm water and allow it to percolate to recharge the groundwater basin.
  - The City would install street trees NO other landscaping is proposed. The homeowners fronting the street may install and maintain if they wish.

**ANALYSIS &**

**CONCLUSION:** Final design can be completed once Council approves and agreements are in place for the Proposition 84 Grant.

**POLICY**

**REFERENCE:** Adopted Capital Improvement Project

**FISCAL**

**IMPACT:** The Proposition 84 Grant is matched with \$783,000 from Supplemental Sales Tax.

**OPTIONS:** a. City Council confirm the conceptual plans for 12<sup>th</sup> Street (Vine St. to Fresno St.) as adopted by the Council Ad Hoc Committee and as applied for a Proposition 84 Grant.

b. Amend, modify, or reject the above option.

Prepared by: Ditas Esperanza, P.E., Capital Projects Engineer

Attachments: Ad Hoc Committee Minutes  
12<sup>th</sup> Street Concept Design Exhibit  
Photos of Queenanne, Kimberly and Lark Ellen Streets

## AD HOC COMMITTEE MINUTES

### 12th Street Repairs – Spring to Fresno

DPW No. 12-12C

Meeting Date: February 26, 2014

Attendees: Duane Picanco  
Fred Strong  
Jim App

Doug Monn  
John Falkenstien  
Ditas Esperanza

The Committee agreed to proceed with final design of the 12th Street road maintenance as per attached exhibits. The design features are:

- ▶ The south side curbs, gutters and sidewalks to remain.
- ▶ The street cross-section will be 36 feet pavement (curb to curb) similar to cross-section of streets at Queenanne, Lark Ellen and Kimberly in the Sierra Bonita tracts. With this cross-section, the pavement width would eliminate the need to maintain 20,400 square feet of asphalt. Savings in maintenance is estimated to be \$130,000 to \$250,000 (assuming slurry seal every five years and \$125,000 to \$175,000 at the 20 year mark).
- ▶ New curb, gutter, sidewalk will be installed at the north side (between Fresno and Vine). The parkway area will consist of a 9-foot wide sidewalk and 7-foot area behind curb and existing trees along property frontage to remain. The 9-foot sidewalk would provide kids riding their bikes, parents with children in strollers, and pedestrians walking to/from the downtown business district.
- ▶ A Traffic Index (TI) of 7.0 will be used (collector).
- ▶ A storm drain pipe will be needed from Olive to Spring Street to address drainage. Between Vine and Spring, the pavement will be slurry sealed for the Base Bid and Grind & Overlay would be a Bid Additive.
- ▶ The Prop 84 grant application requires the installation of bio-retention areas at Chestnut, Olive (north side) and Vine (south side).
- ▶ To minimize maintenance needs, street trees and mulch will be installed in the parkways at the north side.

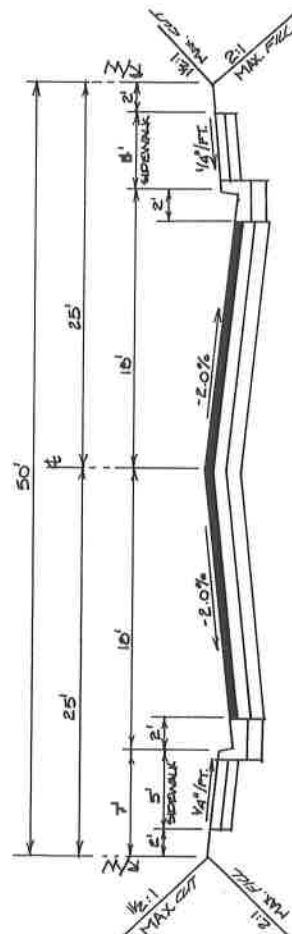
Prepared by Ditas Esperanza

# FINC

APPROVED BY:

John R. McCarthy	—	City Eng
AGE 29457		

PREPARED BY



LARK ELLEN DRIVE  
STA. 0+00 TO 10+47.57  
N.T.S.

KIMBERLY DRIVE

QUEENHAYNE ROAD

56. 2+74 67 70 7+74.67

PAVEMENT STRUCTURE, THEREWAS  
TO BE DISCUSSED WITH LEADING  
WATER BY FIVE E. VALUED AT  
\$4,000,000.

Architectural site plan of the 15th Street Transit Station and surrounding area. The plan shows the station layout with tracks, platforms, and stairs. Key streets include 15th St, Olive St, and Market St. The plan also shows existing and proposed buildings, trees, and landscaping. Annotations include 'EXISTING STAIRS', 'PROPOSED STAIRS', 'PROPOSED PLANTING', and 'PROPOSED LANDSCAPING'. A north arrow is located in the upper right corner.

[illegible]

A cross-section diagram of a typical 12th Street residential building. The diagram shows a two-story structure with various roof types and internal features. Key components labeled include:

- STAIRS**: Located at the rear of the building.
- REAR PORCH**: Attached to the back of the main house.
- FRONT PORCH**: A small porch at the front entrance.
- CENTRAL HALL**: The main interior passage.
- KITCHEN**: Located at the front of the house.
- BATHING ROOM**: Adjacent to the kitchen.
- SLEEPING PORCH**: An additional room at the rear.
- SCREENED PORCH**: A porch area at the rear end.
- SCREENED PORCH**: Another screened porch area at the rear.
- SCREENED PORCH**: A third screened porch area at the rear.
- SCREENED PORCH**: A fourth screened porch area at the rear.
- SCREENED PORCH**: A fifth screened porch area at the rear.
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- SCREENED PORCH**: An eighty-first screened porch area at the rear.
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- SCREENED PORCH**: An eighty-ninth screened porch area at the rear.
- SCREENED PORCH**: A ninetieth screened porch area at the rear.
- SCREENED PORCH**: A hundredth screened porch area at the rear.

The diagram also includes several dimension lines indicating measurements such as "10' 0\"/>

for information, call (703) 691-6600



1574 3RD ST, SUITE 200  
DOW PROTECT INC. 1574  
CONGRATULATIONS LATOUFF  
CITY OF PASO ROBLES, CA

ORDER BY	DATE	COUNT
ALL	2014-03-04	120021
ORDER BY	DATE	COUNT
1" = 30'		1" = 30'



# Photos of Queenanne, Kimberly, and Lark Ellen – Bonita Tract Homes

Road width is 36 feet curb to curb

