

ITEM 9.A.

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: David A. Bobardt, Community Development Director
Prepared By: Joseph Fiss, Principal Planner 

DATE: February 3, 2010 (CC Meeting of 2/17/2010)

SUBJECT: Consider Status Update and Aesthetics Discussion Regarding
Soundwall Project – West Side of SR-23 North of Tierra Rejada Road

BACKGROUND/DISCUSSION

Status Update:

On May 21, 2008, the Honorable City Council authorized staff to initiate the permitting process for certain soundwalls along the west side of State Route 23, north of Tierra Rejada Road. Staff has been working with the California Department of Transportation (Caltrans) to determine the required procedure necessary to permit and install soundwalls within the Caltrans Right-of-Way.

On December 5, 2008, staff sent a Request for Proposals to four consultants: Parsons Corporation, Penfield & Smith, TetraTech, and KOA Corporation. Proposals were received on February 2, 2009 from each consultant. These proposals were evaluated based on four major criteria: Project Manager, Project Team, Firm's Qualifications, and Project Understanding and Approach.

On March 18, 2009, the Honorable City Council awarded a contract to provide professional services with Parsons Transportation Group for preliminary engineering, environmental analysis, design, and right-of-way activities for the installation of the soundwalls. The contract was finalized and executed on May 28, 2009.

Parsons Transportation Group has since:

- Obtained topography and Right-of-Way information on the project site.
- Designed the preliminary wall locations, heights, and geometrics.

- Obtained Caltrans approval for the number and location of geotechnical borings and performed the borings.
- Prepared and submitted a "Design Exception Fact Sheet" to request Caltrans permission for a 2:1 slope along the northern soundwall (rather than the Caltrans standard 4:1 slope).
- Conducted Utilities research on the project.
- Completed the construction plans to about sixty (60) percent complete.

For the Environmental Document and Technical studies, the status is:

- Cultural Resources reports were submitted to Caltrans on January 28, 2010.
- Natural Environment Survey (NES - biology report) was submitted to Caltrans on January 28, 2010.
- Initial Site Assessment (ISA - hazardous materials) checklist was submitted to Caltrans on January 28, 2010.
- The Categorical Exemption was submitted to Caltrans on January 28, 2010.

The Noise Barrier Scope Summary Report (NBSSR) will be completed and submitted to Caltrans in the next several weeks.

The 95% complete construction plans will be submitted to Caltrans in early March.

The project is still on target to be completed and approved by Caltrans in July 2010 per the adopted schedule.

Aesthetics Discussion:

Soundwalls are primarily built to serve a practical function of reducing unwanted noise, in this case, to the residents of the Toscana neighborhood in the Carlsberg Specific Plan area. At the same time, soundwalls need to be aesthetically pleasing since they are a dominant feature in the landscape because of their height, location close to the travel lanes on the freeway, and horizontal distance they need to extend to be effective in blocking noise. Additionally, soundwalls are often the target of graffiti, due to their easy access and high visibility.

There are many different wall designs and materials that can provide the necessary sound attenuation properties, while being attractive and providing graffiti deterrence. Since the proposed wall will be constructed over a relatively short distance, there is very little opportunity for treatments such as staggering or curving the wall itself. This leaves materials, texture and landscaping as the primary treatments for meeting the multiple objectives of the noise barrier.

Several soundwalls already exist within the Moorpark, Simi Valley, and Thousand Oaks freeway frontage, along State Routes 118 and 23, with a variety of designs and treatments having been used. Many soundwalls within Simi Valley and Thousand Oaks were constructed within the last few years, either in conjunction with freeway widening, or as part of standalone soundwall projects. Recently constructed soundwalls in Simi Valley exist on the westbound side of State Route 118, at Sycamore Road, approximately eight (8) miles from this site. Those in Thousand Oaks exist on the northbound side of State Route 23, at Sunset Hills Road, approximately three (3) miles from this site. While the soundwalls in Simi Valley and Thousand Oaks are attractive and either design would be satisfactory in Moorpark, given their distance from this site, there is no need to match any of those walls precisely. The existing soundwalls in Moorpark (built as part of the SR118 and SR23 connector in the early 1990s), constructed out of a tan-colored slumpstone, would generally not meet current design expectations.

Graffiti deterrence is also a high priority any time large expanses of wall are exposed to an accessible area. There are several techniques to deter graffiti, but the most effective is covering the area subject to graffiti with landscaping. Since these walls must be placed adjacent to the shoulder, at the top of the slope, landscaping can not be planted directly in front of the wall. For these walls staff is proposing a technique whereby vines are planted behind the walls, and trained to come to the front of the walls through holes designed for this purpose. There are many types of vines that work well for this purpose, including "Creeping Fig", "Boston Ivy", and "Cat's Claw". Sometimes a combination of two semi-deciduous vines is planted in order to provide color changes throughout the year. Full coverage from vines can be expected to take two to three years. Staff is working with the consultant's landscape architect to select the vines that would be most appropriate for this application. In addition to landscaping, any large surface such as this should be treated with a graffiti resistant coating to allow easy cleaning, instead of painting.

Staff has reviewed many different designs of soundwalls and can recommend any one of three designs, as follows:

1. Match the "Toscana" tract perimeter walls. The soundwalls will mostly block the view of the tract perimeter walls from the freeway, but where visible, this design would blend the soundwall with the privacy walls and create the least visual clutter. Such a design would be more of a "neighborhood" wall, versus a wall that would visually benefit the entire community.
2. Match the retaining walls on the north side of Tierra Rejada Road, just west of the SR-23 Freeway. This would be consistent with the entry into the community as a whole. The existing walls are of a very modest design, meant to blend with natural topography. This effect is more difficult on a tall wall such as the proposed soundwalls.

3. A block wall with a design using blocks of a different color or texture. One option reviewed by staff is a design of textured blocks with a pattern representing a range of hills rising above a plain, or “waterline”, similar to the surrounding topography of hills rising above the Arroyo Simi. This design suggests the existing topography and biological history of the Moorpark area, and provides a high level of visual interest. This would be the most like “public art”, although the pattern may eventually be obscured by landscaping. However, until the landscaping matures, and, if deciduous landscaping is selected, this design would be visible. Colors and materials would be carefully selected to be consistent with the surrounding built and natural environment. This is the preferred option.

Color prints of a slide presentation for the City Council meeting are provided under separate cover.

FISCAL IMPACT

As noted in the attached March 18, 2009 report to the Honorable City Council, (awarding Parsons Transportation Group a Professional Services Contract for Preliminary Engineering, Environmental Analysis, Design, and Right-of-Way Activities for the Installation of Soundwalls), a budget amendment was required to allocate funds for the design and construction of the soundwalls. The funding source is the Carlsberg portion of the Citywide Traffic Mitigation Fund, the same as for the original noise study.

The following table shows the estimated combined project costs for the soundwall:

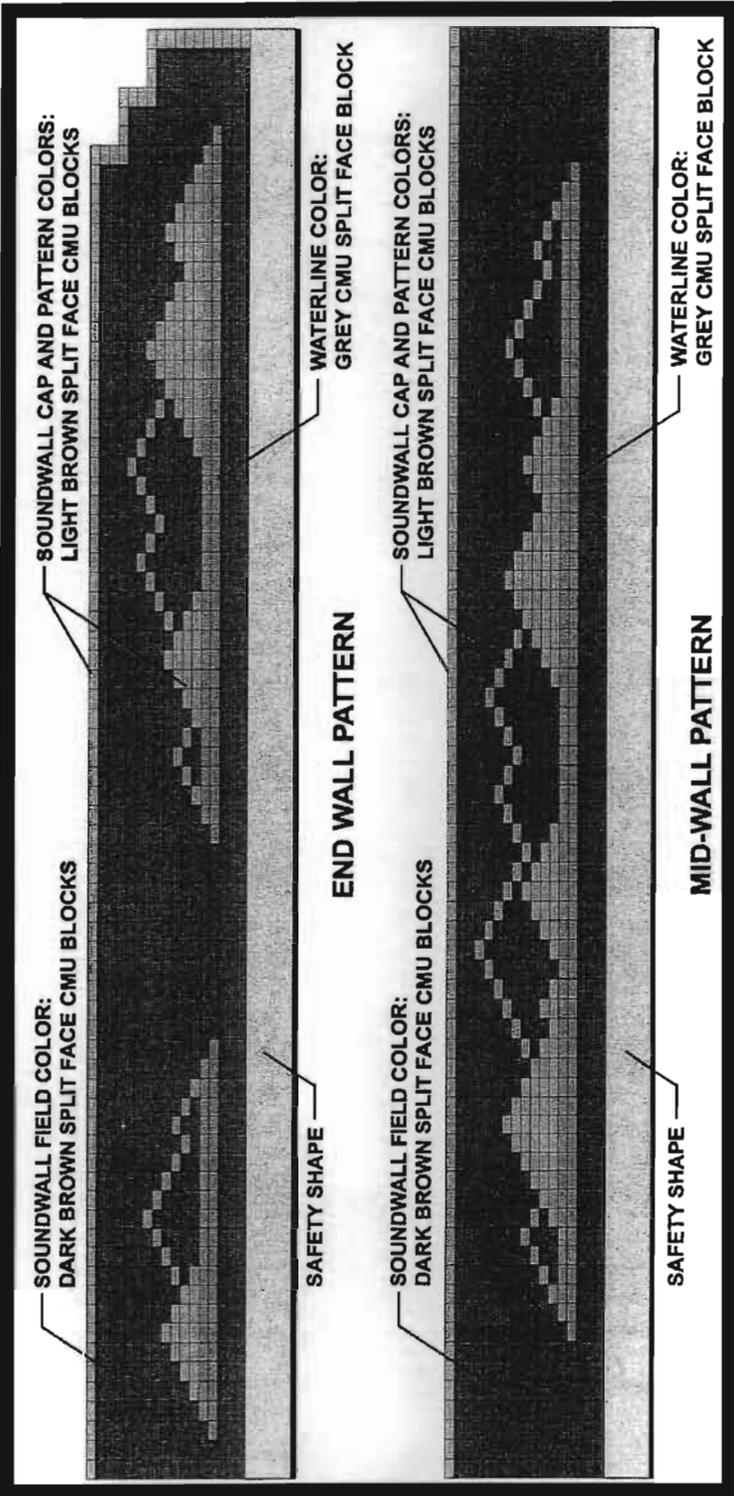
Noise Study (Completed)	\$16,250.00
Engineering/Design (Current Proposal)	\$257,932.94
Construction Costs (City Estimate based on future costs and contingencies)	\$1,500,000.00
Total	\$1,774,182.94

STAFF RECOMMENDATION

Direct staff to proceed with soundwall design per Attachment 1.

Attachments:

1. Proposed Soundwall Elevation
2. City Council Report of 3/18/09 (w/o attachments)
3. Slide Presentation (Under Separate Cover)



CC ATTACHMENT 1

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: David A. Bobardt, Planning Director 
Yugal Lall, City Engineer/Public Works Director 
Prepared by: Joseph Fiss, Principal Planner

DATE: March 11, 2009 (CC Meeting of 3/18/09)

SUBJECT: Consider Award of Contract to Provide Professional Services with Parsons Corporation for Preliminary Engineering, Environmental Analysis, Design, and Right-of-Way Activities for the Installation of Soundwalls on SR-23 (Approximate Postmile Limits: 7-Ven-23 PM 10.0/10.4) and Resolution Amending the Fiscal Year 2008/2009 Budget to Fund the Professional Services

DISCUSSION

On May 21, 2008, the Honorable City Council authorized staff to initiate the permitting process for certain soundwalls along the west side of State Route 23, north of Tierra Rejada Road. Staff has been working with the California Department of Transportation (Caltrans) to determine the required procedure necessary to permit and install soundwalls within the Caltrans Right-of-Way.

Staff does not have the technical expertise and resources to prepare the necessary documentation for permitting through Caltrans; therefore it was necessary to seek a consultant to prepare this information on the City's behalf.

On December 5, 2008, staff sent a Request for Proposals to four consultants: Parsons Corporation, Penfield & Smith, TetraTech, and KOA Corporation. Proposals were received on February 2, 2009 from each consultant. These proposals were evaluated based on four major criteria: Project Manager, Project Team, Firm's Qualifications, and Project Understanding and Approach.

Although all of the consultants were excellent, staff has determined that Parsons Corporation has demonstrated superior qualifications in all areas of evaluation. Staff has negotiated a cost for this work of \$257,932.94.

The following table summarizes the consultant's rankings:

Criteria	KOA	Penfield & Smith	Parsons Corporation	Tetra Tech
Project Manager	7	7	9	8
Project Team	7	7	9	8
Firm's Qualifications	8	8	9	8
Project Understanding and Approach	7	7	10	9

FISCAL IMPACT

A budget amendment is required to allocate funds for this proposal and is attached. The funding source is the Carlsberg portion of the Citywide Traffic Mitigation Fund, the same as for the original noise study.

The following table shows the estimated combined project costs for the soundwall:

Noise Study (Completed)	\$16,250.00
Engineering/Design (Current Proposal)	\$257,932.94
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Total	\$1,774,182.94

STAFF RECOMMENDATION (Roll Call Vote Required)

1. Adopt Resolution No. 2009-____ approving a budget amendment for up to \$ 260,000.00.
2. Authorize the City Manager to enter into an agreement with Parsons Corporation to provide professional services for preliminary engineering, environmental analysis, design, and right-of-way activities for the installation of soundwalls on SR-23 (Approximate Postmile Limits: 7-Ven-23 PM 10.0/10.4), in an amount not to exceed \$260,000.00.

Honorable City Council
March 18, 2009
Page 2

ATTACHMENTS:

1. Draft Resolution with Appropriation and Budget Detail
2. Draft Agreement for Professional Services

Welcome to Moorpark

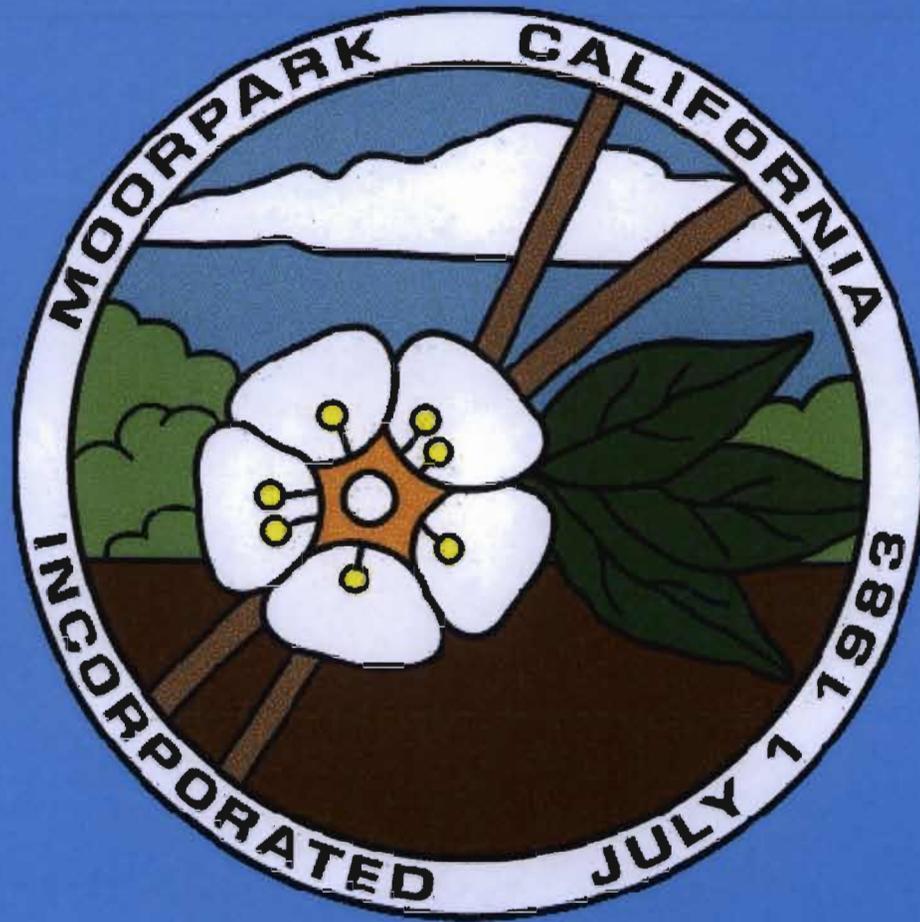


EXHIBIT ITEM 9.A.
SLIDE PRESENTATION

SR-118, Moorpark, CA



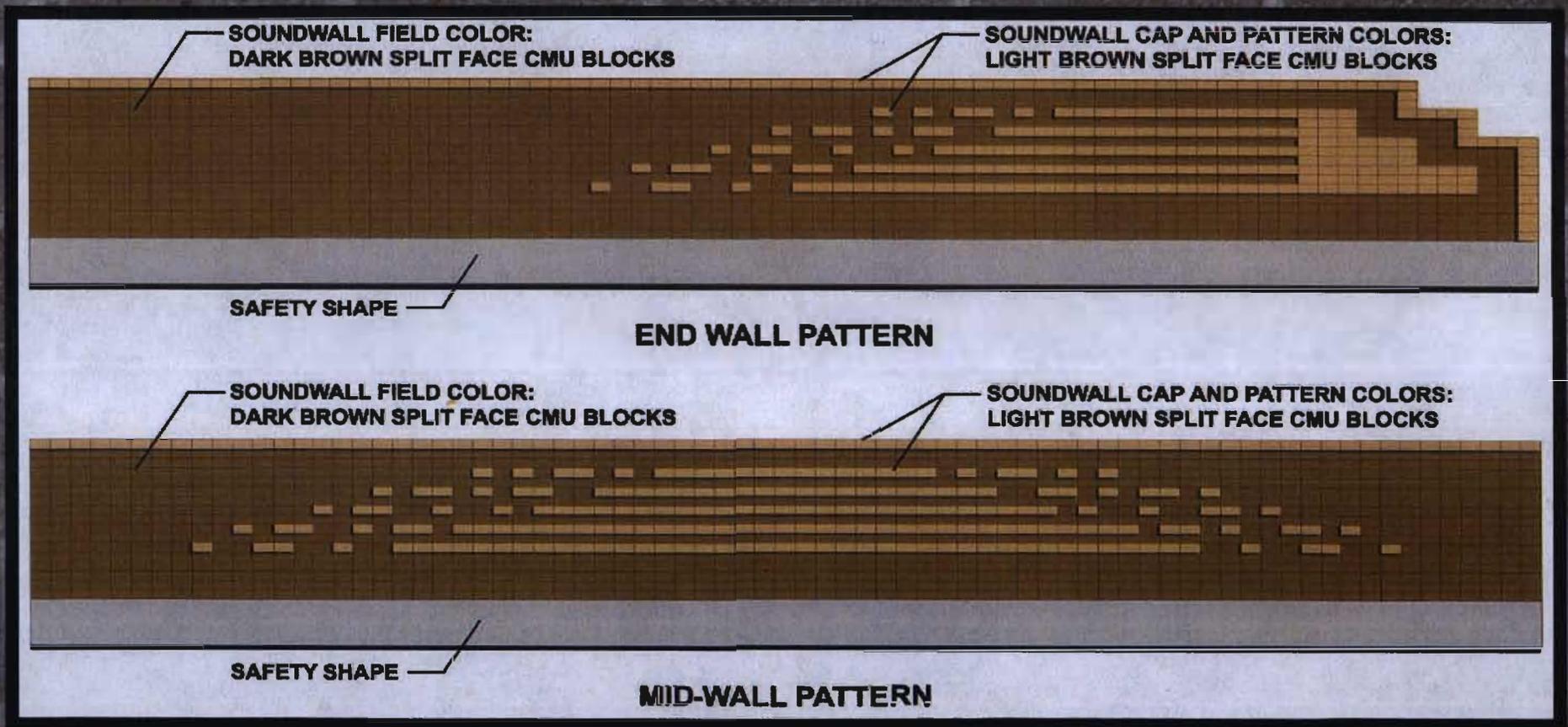
No pattern, cap, or defensive landscaping, no safety shape

SR-118, Moorpark, CA

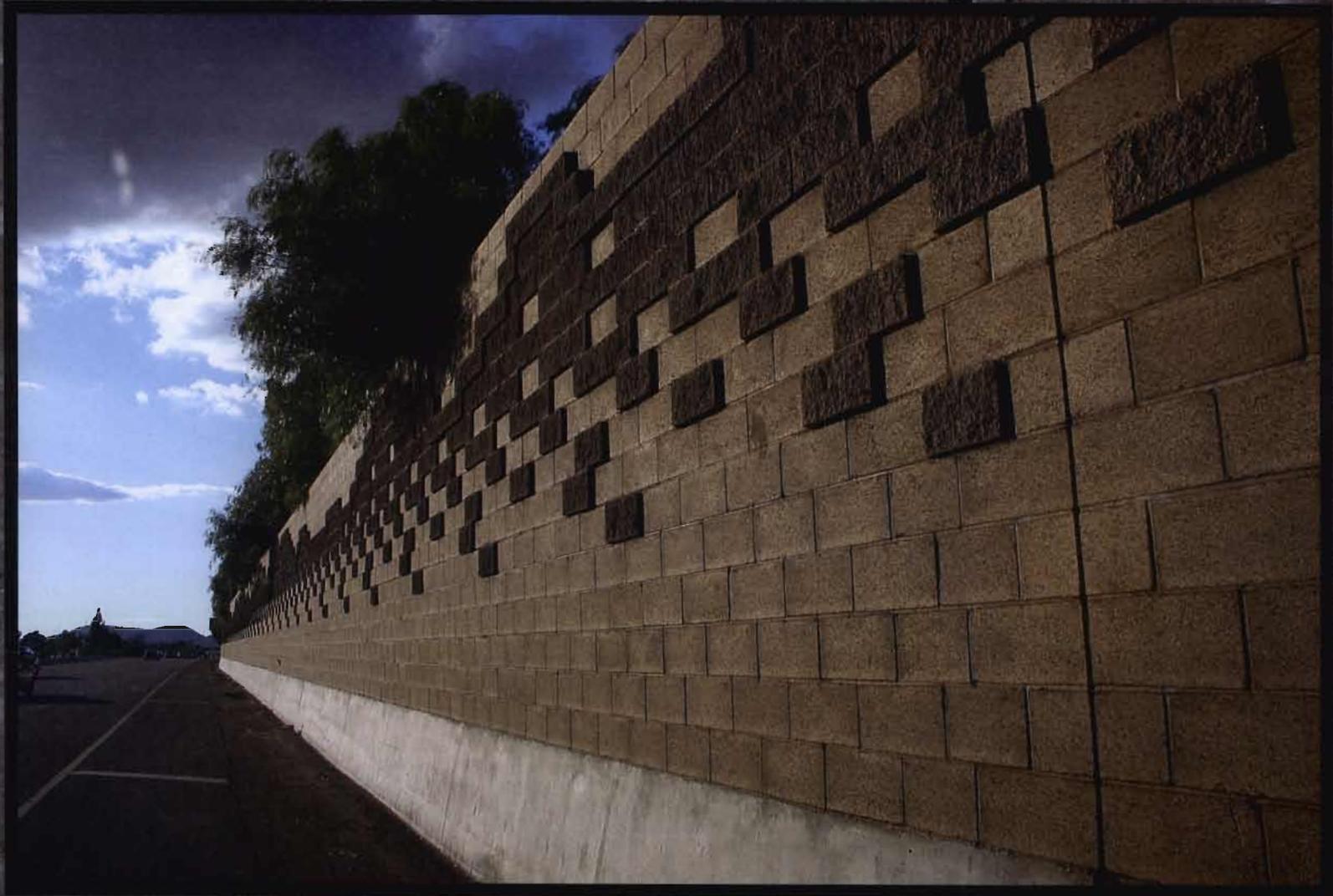


No pattern, cap, or defensive landscaping, no safety shape

Semi-Random Pattern



SR-118, Simi Valley, CA



Semi-random pattern, no defensive landscaping, safety shape

SR-118, Simi Valley, CA



Semi-random pattern, defensive landscaping, no safety shape

SR-118, Simi Valley, CA



Semi-random pattern, no defensive landscaping, safety shape

SR-23, Thousand Oaks, CA



Minimal pattern, no cap, or defensive landscaping, no safety shape, false columns

SR-23, Thousand Oaks, CA



Minimal pattern, no cap, or defensive landscaping, no safety shape, false columns

SR-23, Thousand Oaks, CA



Minimal pattern, no cap, or defensive landscaping, no safety shape, false columns

I-210, Pasadena, CA



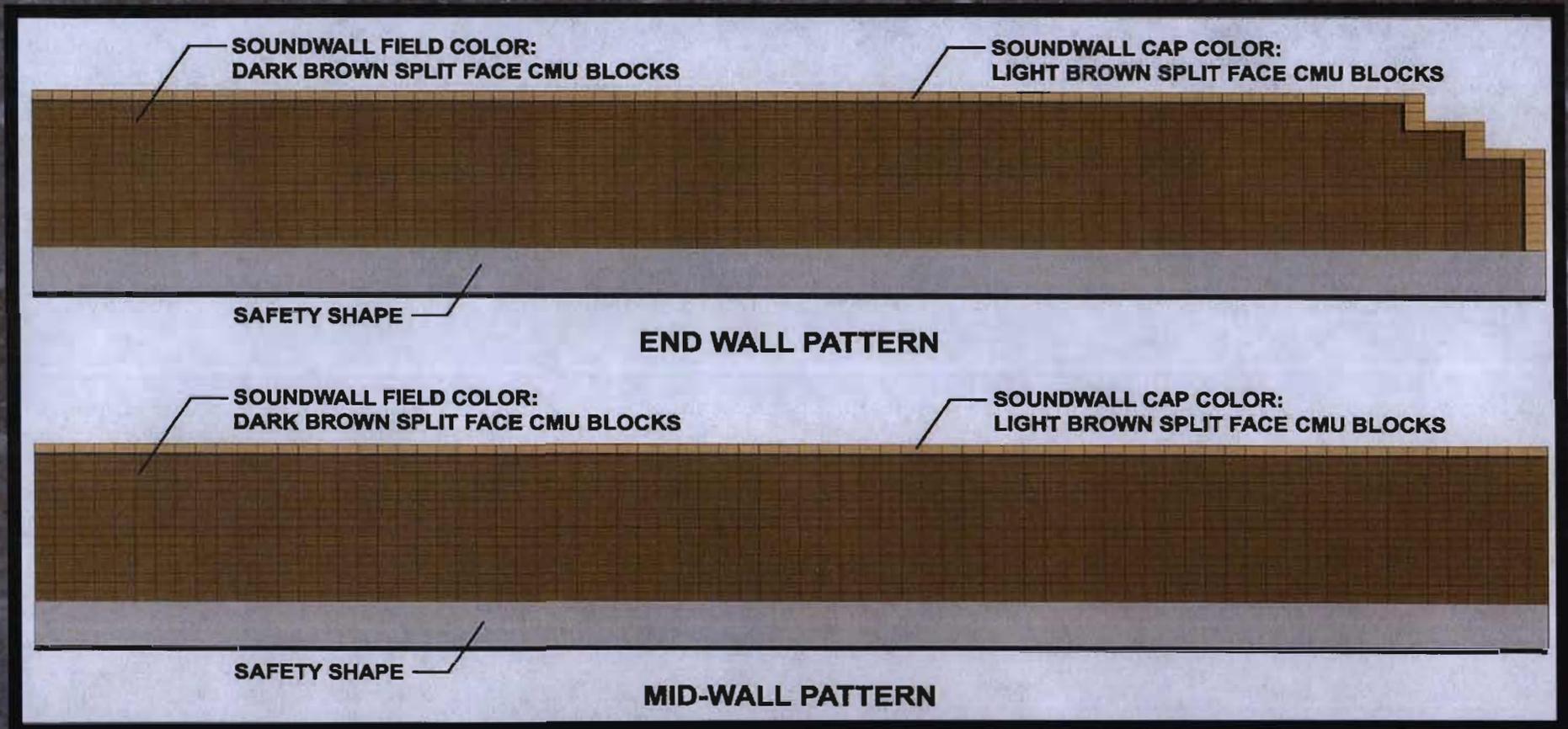
No pattern, no cap, safety shape, vines

I-210, Pasadena, CA



No pattern, no cap, safety shape, vines

Split Face Block with Cap



I-210, Arcadia, CA



Terraced split face block with cap, safety shape, holes for vines

I-210, Arcadia, CA



Terraced split face block with cap, safety shape, holes for vines

SR-22, Garden Grove, CA



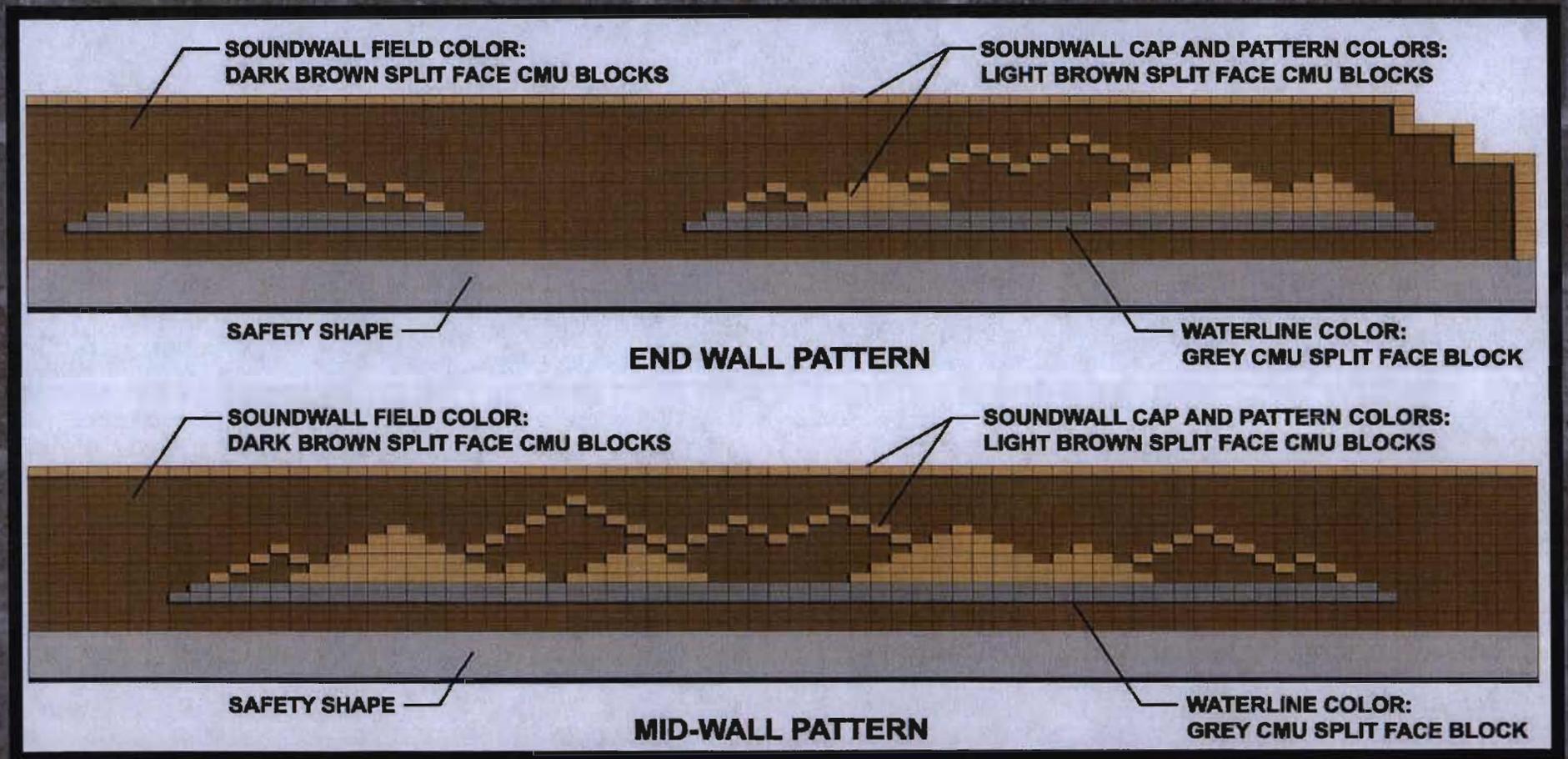
Split face block with cap, safety shape, false columns

SR-22, Garden Grove, CA

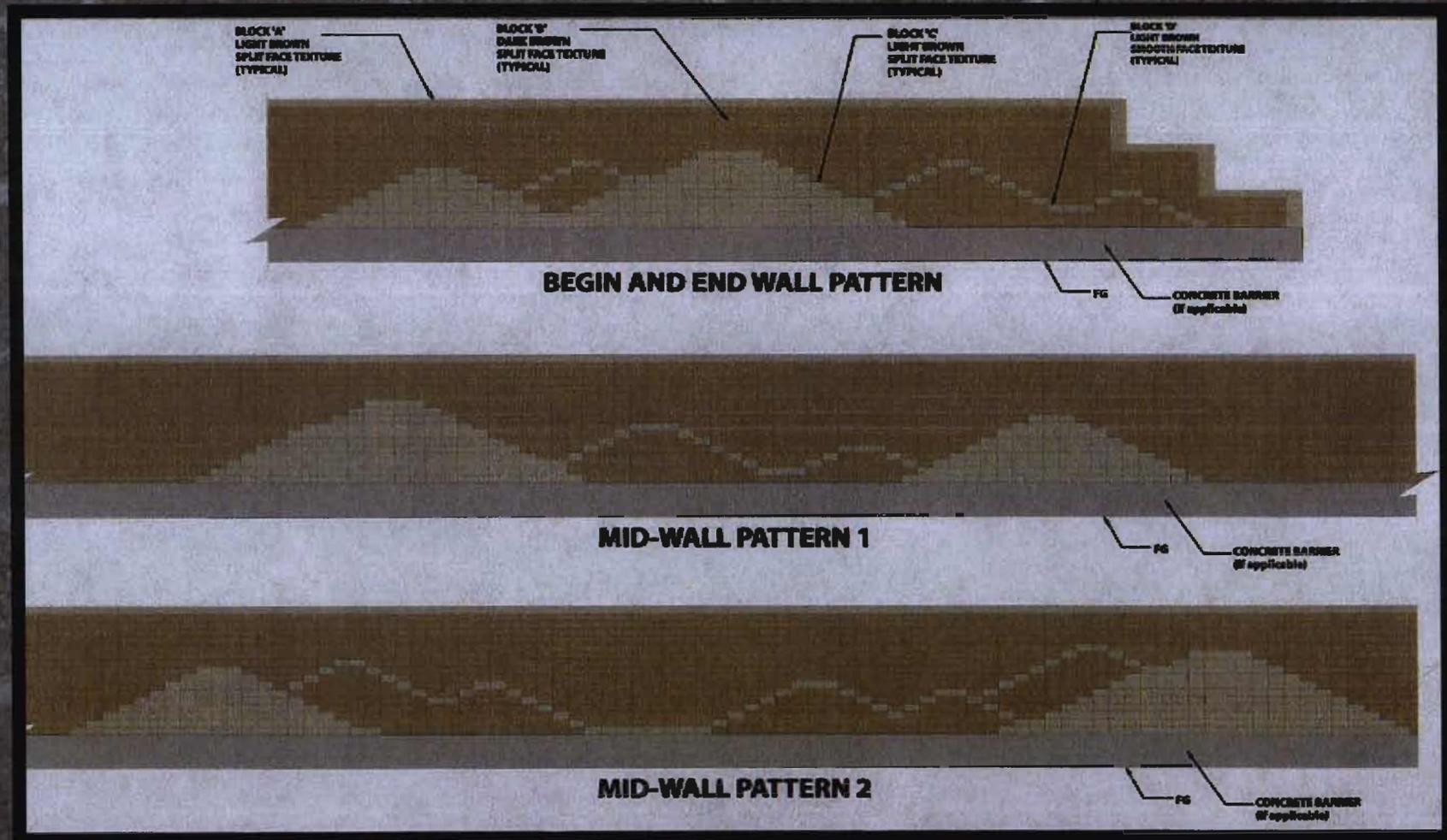


Split face block with cap, safety shape, false columns

Hill Pattern – With Water Line



Hill Pattern – No Water Line



SR-55, Orange, CA



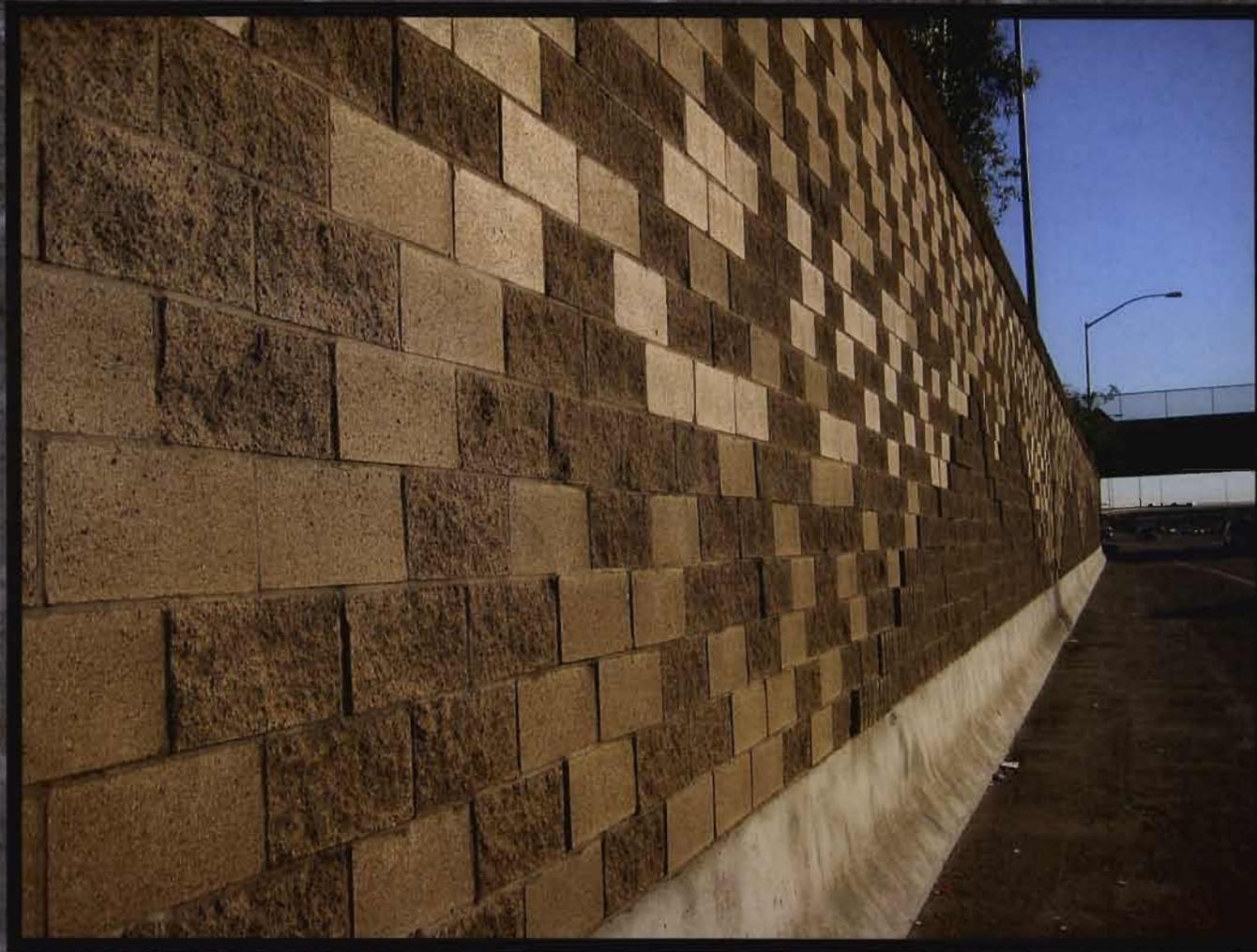
Hill pattern with cap, safety shape, no defensive landscaping

SR-55, Orange, CA



Hill pattern with cap, safety shape, no defensive landscaping

SR-55, Orange, CA



Hill pattern with cap, safety shape, no defensive landscaping

I-210, Arcadia, CA



Cement wall, hill pattern, safety shape, no defensive landscaping

I-405, Westminster, CA



Defensive landscaping

I-5, Escondido, CA



Combination of materials and patterns

I-5, Escondido, CA



Combination of materials and patterns

I-15, Salt Lake City, UT



Combination of materials and patterns

I-15, Salt Lake City, UT



Cement wall, hill pattern, safety shape, no defensive landscaping

I-15, Las Vegas, NV



Colored concrete

I-64, St. Louis, MO



Textured concrete panels

I-64, St. Louis, MO



09/02/2008 14:23

Textured concrete panels

Creeping Fig



Cat's Claw (Yellow Trumpet Vine)



Boston Ivy



Semi-Deciduous Vine



Semi-Deciduous Vine



Vine on False Column



Toscana Perimeter Walls



Toscana Perimeter Walls



Toscana Perimeter Walls



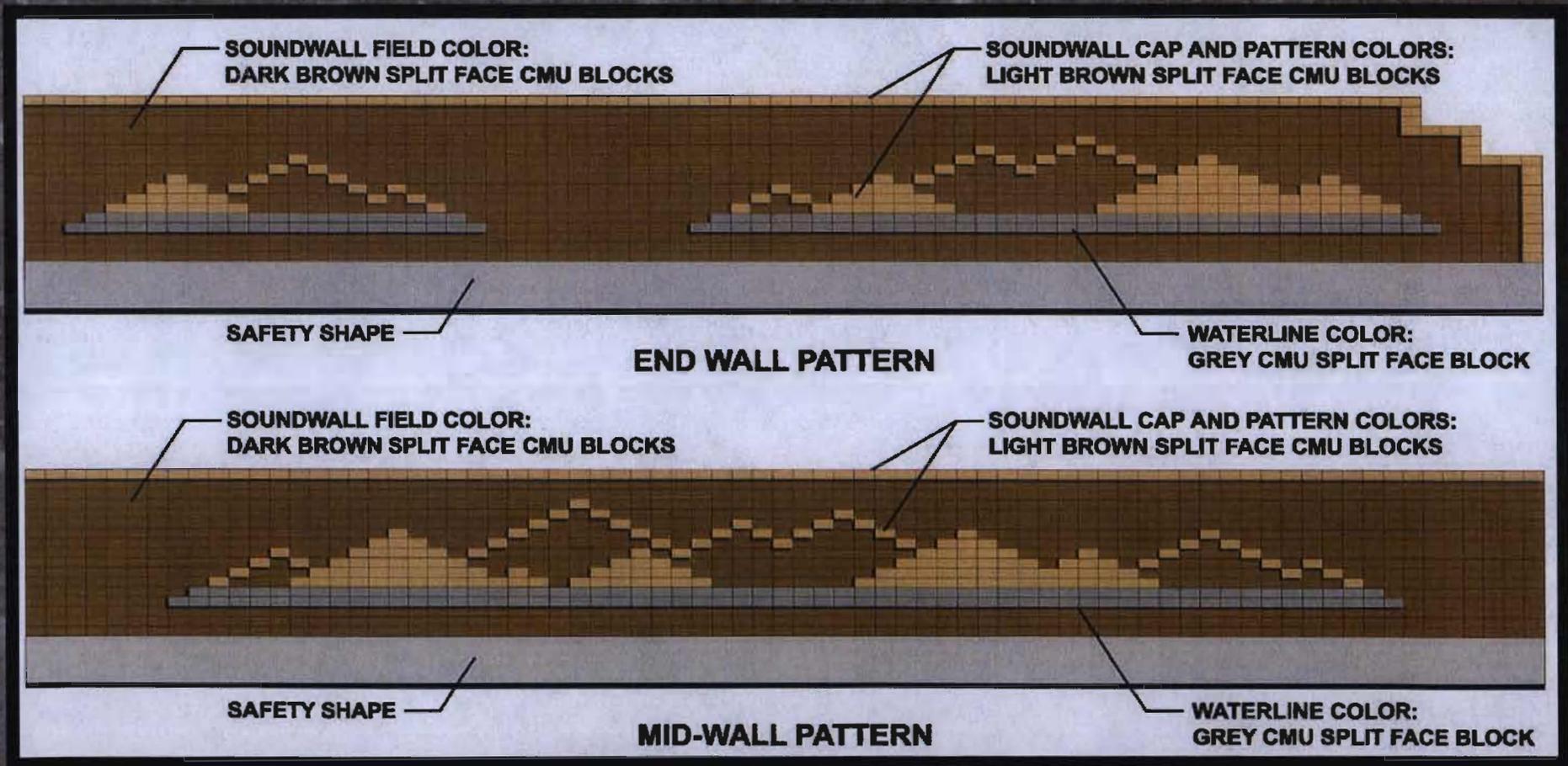
Serenata Retaining Walls



Serenata Retaining Walls



Recommended Design



Hill pattern with water line and cap, safety shape, with holes for vines to act as defensive landscaping