

From: [GREEN, BRENDA](#)
To: [CITY COUNCIL](#); [John Stephens](#)
Cc: [TERAN, STACY](#); [SETHURAMAN, RAJA](#)
Subject: FW: 4/1 CC-6 and CC-8 - Questions
Date: Tuesday, April 1, 2025 2:02:32 PM

Dear City Council,

Please see communication below regarding questions on several consent calendar items.

Respectfully,

Brenda Green

City Clerk

City of Costa Mesa

714/754-5221

From: REYNOLDS, ARLIS <ARLIS.REYNOLDS@costamesaca.gov>
Sent: Monday, March 31, 2025 9:17 AM
To: SETHURAMAN, RAJA <RAJA.SETHURAMAN@costamesaca.gov>; MARTIN, PAUL <Paul.Martin@costamesaca.gov>
Cc: FARRELL HARRISON, LORI ANN <LoriAnn@costamesaca.gov>; GALLARDO DALY, CECILIA <CECILIA.GALLARDODALY@costamesaca.gov>; REYES, ALMA <ALMA.REYES@costamesaca.gov>; Kimberly Hall Barlow - City Attorney <khb@jones-mayer.com>
Subject: 4/1 CC-6 and CC-8 - Questions

Questions on these two PW items for Tuesday's agenda:

CC-6 – vehicle paint & repair

- When was the existing PO with Pivot executed? - **PO was executed on April 20, 2023.**
- I'd like to better understand the cost increases and need to double our existing PO limit from \$100k to \$200k. Please provide more detail on typical costs and where increases are coming from: how much of increase is from increased costs on typical items? How much from increase in number of vehicles or other quantity increase? How much from “significantly higher” costs for new interceptors compared to older vehicles? – **We don't believe that price increase is a significant factor. The number of vehicles needing significant repairs change from year to year. This year there was an increase in number of vehicles with significant damage, needing paint and body repairs. In addition, with newer vehicles, the damage costs tend to be higher due to technology that is imbedded. In the past, PD cars with significant repair cost were able to remain out-of-service and could be replaced with new incoming units. However, with increased PD staffing and difficulty in procurement of cars, this is no longer a viable option.**

- Do we estimate the ongoing repair costs when selecting new equipment? (This is coming that has come up with CIPs, too) – Typical maintenance and some repairs are budgeted. However, the damages are hard to predict on a year-to-year basis.
- Do the current higher costs reflect recent tariff uncertainty, or is that likely to further increase costs? – The impacts of tariffs are unknown at this time. It depends if the damaged parts are manufactured overseas.

CC-8 – traffic signals

Similar to above, I want to better understand the costs in this MSA and reason(s) for increase.

- Please provide more detail on the source of increases costs – compare increased costs for existing services vs increase in quantities (e.g., increase number of call outs) vs new costs (additional equipment/signals)

There are some minor increases in routine maintenance costs (about 5 to 10 percent) with recently added traffic signals, HAWK signals, and other equipment. A significant share of increase in costs is due to the number of call outs and knockdowns as well as the price of the materials used to repair/replace equipment. Some of the repairs at older intersections could get expensive if they involve tasks such as rewiring intersections, installing new conduit, running new fiber optic cables, etc. Knockdowns result when vehicles crash into equipment and the price of repair varies based on replacement costs.

- Signal knockdowns

- how many of these happen each year, and what is the cost to repair?

Knockdowns are not consistent and are hard to quantify given knockdowns can range from being as small replacing a standalone push button pole to as large as replacing a signal pole or signal cabinet. Costs can range from \$4000 - \$60,000.

- Staff report says this cost doubled.. what was the cost on signal repairs just related to damage from vehicles this year? What other costs are there (I assume huge amount of PW, PD staff time as well)

This year, several poles and a few signal cabinets were knocked down. These knockdowns can be expensive and result in two different sets of costs. There is an initial cost of removing the broken equipment to install temporary equipment. Then the contractor has to come back another day once the new equipment is delivered to install it and remove the temporary equipment. Majority of the costs are from the contractor as they furnish and replace the equipment. There is limited staff time for coordination.

- Does the drivers insurance not cover cost of damage to public infrastructure?
For knockdowns we provide claims/risk management the estimate for repair/replacement for them to bill insurance companies and they work to recover the costs.
- 43% increase in call-outs – why, and why and/or for how long do we expect this to continue? The 43% refers to increases in costs for all the callouts and not the number of callouts. As our signal infrastructure continues to age, we can expect this to continue into the future.
- Does this amount (proposed now at \$700k per year) cover 100% of signal maintenance costs? For this fiscal year, the total signal maintenance cost, including routine and extraordinary (knockdowns, callouts, etc.) for Yunex is projected to be around \$600k.
- What is the typical average or range of maintenance costs for a signal (E.g., HAWK) and signalized intersection? (not including a collision issue). The routine maintenance cost for 130 signals is approximately \$150,000. Additional costs for replacement of bulbs, signs, responding to signal outages, etc., for all signals is around \$250,000. The remaining costs are for larger items such as knockdowns and large-scale repairs of signals.
- Lori Ann, Kim – similar question as with CC-10.. what are the boundaries on increases to an MSA? We are proposing increasing a \$400k/yr MSA to \$700k/yr. There are no set boundaries on request to increase an MSA. This City Council action provides budgeting authority of 700k with an additional 10 percent contingency. Staff feels that this is reasonable given past experience, and there are sufficient funds to support the request.

Arlis Reynolds (she/her/hers)

Costa Mesa City Council, District 5

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Accessory Dwelling Unit (ADU) Ordinance Second Reading

City Council Meeting
April 1, 2025



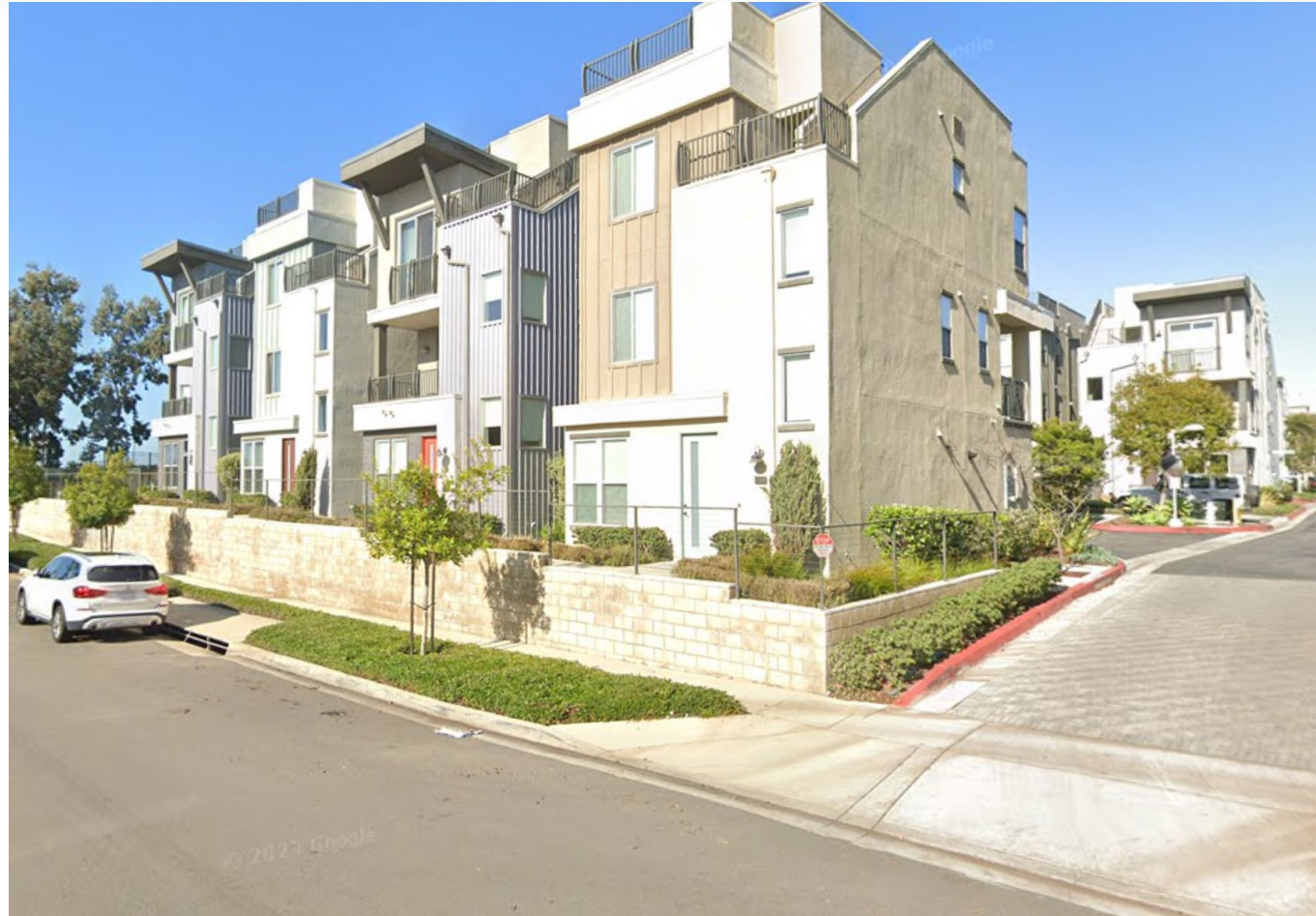
Background



- Planning Commission Study Session (January 27) and Recommendation (February 24)
- March 18, 2025 - City Council first reading with suggestions to clarify specific provisions

ADU Permitted Zones

- ADUs may be in any zone provided that the property is developed pursuant to an approved master plan which allows for residential uses.



Driveway Removal Standards

- Driveways may be removed or retained if a garage is converted into an ADU.
- If the driveway is removed, the curb and parkway must meet City Standards, and the driveway will need to be replaced with landscaping or open space.



Noticing and CEQA

- Public Notice published in the Daily Pilot on March 27, 2025.
- Exempt CEQA pursuant to PRC Section 21080.174 and CEQA Guidelines Section 15282(h), “the adoption of an ordinance regarding second units in a single-family or multifamily zone by a city or county to implement the provisions of Sections 65852.1 and 65852.2 of the Government Code” relating to “granny” housing and “second unit ordinances” are exempt from the requirements of CEQA.



Recommendation and Alternatives

1. Find that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.174 and CEQA Guidelines Section 15282(h); and
2. Adopt Ordinance No. 2025-02 approving Code Amendment PCTY-24-0002, amending Title 13 of the Costa Mesa Municipal Code (CMMC) pertaining to ADUs to conform to recent revisions to State law.



**FIRE STATION NO. 2
CONSTRUCTION MANAGEMENT SERVICES**

**CITY COUNCIL MEETING
APRIL 1, 2025**



BACKGROUND

- Original Station No. 2 built in 1966
- Current size is 6,600 SF
- Limited privacy sleeping quarters
- High impact to Randolph Ave. residents
- Lack of office space
- Currently no conference room
- Outdated day room, kitchen, dining rooms



CONCEPTUAL DESIGN



- 40% increase in size to 9,400 SF
- Improve operational function for firefighters, apparatus, and equipment
- Improve living quarters for firefighters
- Gender neutral accommodations
- Crew workstations; Captain's office
- Enlarged apparatus bay
- Conference room; utility rooms
- Medical supply storage; exercise room



PRE-CONSTRUCTION MANAGEMENT SERVICES

- Constructability review
- General Contractor pre-qualification
- Bid proposal review
- Document control; utility coordination
- On-site temp fire personnel living and operating quarters establishment







CONSTRUCTION MANAGEMENT SERVICES

- Construction conformance and quality oversight
- Document control; utility coordination
- Specialty inspection and materials testing
- Change control management
- On-site temp fire personnel living and operating quarters management
- Labor compliance monitoring
- Schedule management
- Building commissioning
- Operational testing
- LEED enhanced commissioning
- Claims resolution





PROJECT COSTS

- Design: \$800,000 (Awarded February 2022)
 - Construction Estimate: \$10.8 Million
 - Construction Contingency: \$1 Million
 - Temp Living and Operating Qtrs: \$550,000
 - CM Services: \$1.77 Million
 - Utility Agency Fees / Other Expenses: \$200,000
 - TOTAL (ESTIMATED COSTS): \$15.1 Million
 - Financing using bond proceeds will be presented to City Council in near future
- 
- 



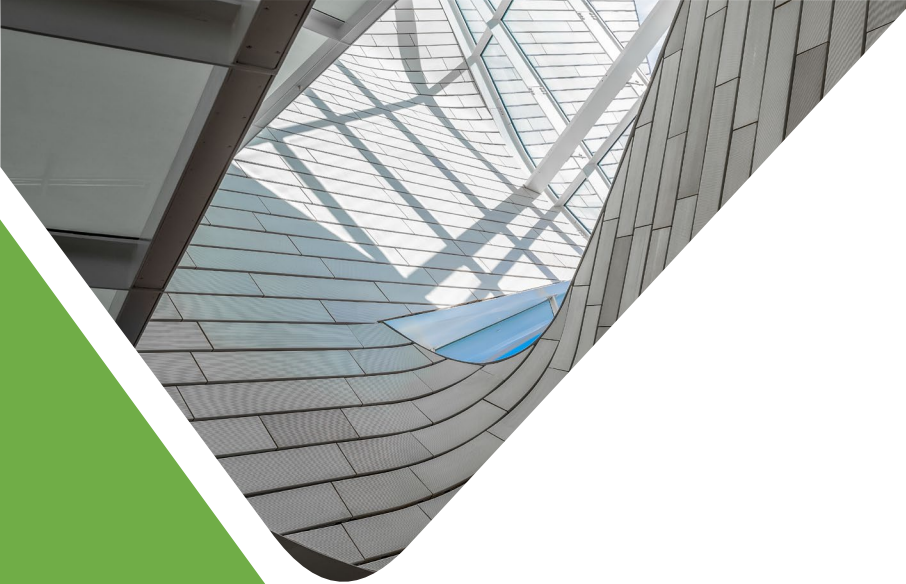
TENTATIVE TIMELINE

- Design: Through June 2025
- Plan Check / Permitting: July 2025
- Bidding & Award: August – October 2025
- Construction: November 2025 – November 2027



RECOMMENDATIONS

1. Award a Professional Services Agreement (PSA) to Accenture Infrastructure and Capital Projects LLC, 300 Spectrum Center Drive, Suite 1400, Irvine, California, in an amount not to exceed \$1,774,775 for construction management services for the reconstruction of Fire Station No. 2, with an initial allocation of \$225,000 and the remaining allocation following successful issuance of bond for Fire Station No. 2 Reconstruction Project.
2. Authorize a ten percent (10%) contingency in the amount of \$177,477 for unforeseen costs related to the project.
3. Authorize the City Manager and the City Clerk to execute the PSA and any future amendments to the agreement.



Questions?



APPOINTMENTS TO VARIOUS CITY COMMITTEES

City Council Meeting

April 1, 2025





BACKGROUND

- The Committee recruitment period opened from February 26, 2025 to March 21, 2025. The recruitment also included the vacancies on the Finance and Pension Advisory Committee and Housing and Public Service Grants Committee.
- Recruitment press releases were sent on February 26, March 3, 11, 17, 19, and March 21, 2025. A total of 40 applications were received.

ANIMAL SERVICES COMMITTEE

- Make three (3) member appointments with a term expiration of April 2027
 - Appointments by Mayor Pro Tem Chavez, Council Member Reynolds, and Council Member Marr.
1. Becca Walls – District 1 (Incumbent)
 2. Olivia M. Eimers – District 2
 3. Carlos Salampessy – District 2
 4. Syed Zia Hussain – District 2
 5. Dana S. Lavin – District 3
 6. Mackenzie "Kenzie" Huth – District 4
 7. Stephen M. Smith – District 5
 8. Tammy McGregor – District 6

ACTIVE TRANSPORTATION COMMITTEE

- Make three (3) member appointments with a term expiration of April 2027
 - Appointments by Mayor Pro Tem Chavez, Council Member Reynolds, and Council Member Marr.
1. Syed Zia Hussain – District 2
 2. Jose L. Toscano – District 3
 3. Nicholas Lapating – District 3
 4. Tiia Alcazar – District 5
 5. Trace Yulie – District 5 (Incumbent)
 6. Joselyn Perez – District 5
 7. Austin Archer – District 5
 8. Garrett R Kingsley – District 6
 9. Drew John Murphy – District 6
 10. Lisa Masson – District 6
 11. Russell Toler – District 6
 12. Joanna Farnham – District 6

FAIRVIEW PARK STEERING COMMITTEE

- Make three (3) member appointments with a term expiration of April 2029
 - Appointments by Council Member Buley, Council Member Gameros, and Council Member Pettis.
 - Make one (1) member appointment with a term expiration of April 2027
 - Appointment by Mayor Stephens
1. Jay Humphrey – District 1
 2. Andrew Campbell – District 1 (Incumbent)
 3. Karen D Allen-Reid – District 2
 4. Syed Zia Hussain – District 2
 5. Erick Roberts – District 2 (Incumbent)
 6. Jose L. Toscano – District 3
 7. Edwin (Bo) Glover – District 4 (Incumbent)
 8. Denise Moon – District 5
 9. Terri Fuqua – District 5
 10. Drew John Murphy – District 6



FINANCE AND PENSION ADVISORY COMMITTEE

- Make one (1) member appointment with a term expiration of April 2028
 - Appointment by Council Member Buley
1. James V Peters – District 1
 2. Syed Zia Hussain – District 2
 3. Daniel Morgan – District 3
 4. Luke Ziegenmeyer – District 5

HOUSING AND PUBLIC SERVICE GRANTS COMMITTEE

- Make three (3) member appointments with a term expiration of April 2027
 - Appointments by Mayor Pro Tem Chavez, Council Member Reynolds, and Council Member Marr.
 - Make one (1) member appointment with a term expiration of April 2026
 - Appointment by Council Member Buley
1. Ginny Walker – District 1
 2. Darrell Neft – District 1
 3. Carlos Salampessy – District 2
 4. Syed Zia Hussain – District 2
 5. Becks Heyhoe-Khalil – District 3 (Incumbent)
 6. Valerie Hass – District 3
 7. Andrea Schmidt – District 4 (Incumbent)
 8. Jose Gomez – District 5
 9. Drew John Murphy – District 6
 10. Alma Fausto – District 6



TRAFFIC IMPACT FEE AD HOC COMMITTEE

- Make four (4) member appointments with a term expiration of April 2029; one (1) Major Developers' Representative, one (1) Small Developers' Representative, and two (2) At-large positions
 - Appointments by Council Liaison Reynolds
 1. Carlos Salampessy – District 2
 2. Syed Zia Hussain – District 2
 3. Nicholas Lapating – District 3
 4. Stephen Brahs – District 5 (Incumbent - Small Developers Rep.)
 5. Drew John Murphy – District 6
 6. Eric Vu – District 6
 7. Jim Fitzpatrick – District 6
 8. George M.K. Sakioka – Non-Resident (Incumbent – Majors Developers Rep.)