



DATE ISSUED: April 13, 2005 REPORT NO. CCDC-05-07

ATTENTION: Honorable Chair and Members of the Redevelopment Agency
Docket of April 19, 2005

SUBJECT: India Street Phase II Improvements - Amendment to the authorized amount (India Street, from the north side of Grape to the south side of Laurel) - Little Italy Redevelopment District of the Expansion Sub Area of the Centre City Redevelopment Project

REFERENCE: Request to Bid Agency Item dated January 7, 2004

STAFF CONTACT: John L. Anderson, Resident Engineer

SUMMARY

Issue - Should the Redevelopment Agency approve an increase to the authorized amount to the India Street Phase II Improvements Amendment in an amount not to exceed \$947,707? The total authorized amount will not exceed \$2,672,721.

Staff Recommendation - That the Redevelopment Agency approve an increase to the authorized amount to the India Street Phase II Improvements Amendment in an amount not to exceed \$947,707. The total authorized amount will not exceed \$2,672,721.

Centre City Development Corporation Recommendation - On March 23, 2005, the Corporation Board of Directors voted unanimously to recommend approval of the India Street Phase II Improvements Amendment.

Other Recommendations - None.

Fiscal Impact - Funds are available in the Fiscal Year 2005 Little Italy District Budget.

BACKGROUND

This project advances the Visions and Goals of the Centre City Community Plan and the Objectives of the Centre City Redevelopment Project by:

- Creating unique “sense of community” areas;
- Strengthening the economic base of downtown with public improvements to support and stimulate new development; and
- Encouraging pedestrian use and enjoyment and mitigating the impacts of through traffic.

The India Street Revitalization Project - Phase II Improvements (“the Project”) will reconstruct the public right-of-way from Grape to Laurel streets. The Project’s improvements will include new sidewalks, curbs, gutters, irrigated street trees, tree grates, landscaped planters, and street lighting.

The Project’s design will carry forward the design elements of Phase I by using corner popouts to enhance walk-ability and create pockets for diagonal parking. The continuity of the Phase I design is achieved by the use of the same scoring pattern and color (French gray) for the sidewalk, street trees (Chinese Tallow and Jacaranda), tree grates, and the India Street streetlight (green Union Metal Pole). To evoke a distinct “sense of place,” corner pop-outs have street level planting beds that will add color and texture to the pedestrian space and a strong vertical design element; the Phoenix Canariensis (Date Palm), will frame the intersections and build that sense of place. Similar to the bench planter on Date and India streets, the Project will construct a bench planter on the northwest corner of Juniper and India streets. The combination of the strong design elements at the corners, the use of stop signs, and diagonal parking will help to slow vehicle speeds. The strong vertical design elements and the use of color will enliven the experience of the pedestrian.

In August 2000, the Centre City Development Corporation (“CCDC”) entered into an Agreement with Flores Lund for the design and development of plans and specifications for the Project.

On January 13, 2004, the Agency approved the Request to Bid for India Street Phase II Improvements in the amount of \$1,725,014.

The engineering plans were signed by the City of San Diego on September 29, 2004. Flores Lund is currently working on the contract documents, scheduled to be complete by the end of March 2005. When the contract documents are complete, CCDC will have all documents required to bid the Project.

The following is the projected schedule for the bidding and construction of the Project:

<u>Preliminary Schedule</u>	<u>Completion Date</u>
Budget/Finance Committee Amendment review (Committee did not vote on Amendment)	February 9, 2005
CCDC Board Amendment approval	March 23, 2005
Redevelopment Agency Amendment approval	April 12, 2005
Advertise for Bidding	April 13, 2005
Bid Opening and Award	June 30, 2005
Begin Construction	July, 2005
Complete Construction	July, 2006

The project will consist of four traffic control phases, with a total of 240 working days and one week would consist of five working days (except holidays) as follows:

Phase 1 - The west side of India, Grape to the north side of Ivy popout	50 working days
Phase 2 - The west side of India, north side of Ivy popout to Laurel	70 working days
Phase 3 - The east side of India, Grape to the north side of Ivy popout	50 working days
Phase 4 - The east side of India, north side of Ivy popout to Laurel	70 working days

A final construction estimate dated February 2, 2005 was prepared by Flores Lund and the estimated cost has increased by \$740,000. A second final construction estimate was prepared by BDS Engineering, with an estimated cost increase of \$947,986, a 7.8% increase of the total cost of the project from the original estimate. The larger estimate is being used for this amendment to better ensure a public bid under the authorized amount.

<u>CONSTRUCTION ITEM</u>	<u>ESTIMATED COSTS</u>
Demolition (general)	\$ 321,824
Surface Improvements	\$1,102,698
Landscape	\$ 522,425
Electrical-Lighting	\$ 285,459
Traffic-construction, striping, and traffic signal	\$ 197,340
SUBTOTAL	<u>\$2,429,746</u>
10% Contingency	\$242,975
TOTAL	<u>\$2,672,721</u>
Redevelopment Agency January 13, 2004 authorized amount	\$1,725,014
Required Amendment to authorized amount	\$947,707

The following is a discussion of the factors that have contributed to the increased costs:

- 1) The previous cost estimates were prepared before the drawings were approved by the City of San Diego. Several design changes were required by the City which added significantly to the cost to the project.
- 2) The previous cost estimates used the (then current) City of San Diego unit price list, 2000 edition. The City has since published a new unit price list, 2004 edition (December 2004), which was used in the latest cost estimate. Unit prices for the major components of work have increased between 26 to 40 percent.
- 3) Demolition costs increased due to increased area of demolition and the requirement to remove an additional layer of existing concrete pavement beneath the existing asphalt pavement street surface, which was not known earlier.
- 4) Costs for curb and gutter and storm drainage inlet and outlet modifications have increased due to City Plan Check requirements to change the curb and gutter type from type G to H, and the requirement to provide special design curb inlets and outlets.
- 5) Sidewalk and Flatwork costs have increased due to a change in construction detail from the City of San Diego Standard G7 sidewalk to the CCDC standard sidewalk detail.
- 6) The cost for relocation of private encroachments in the public right-of-way, such as fences, has been included.
- 7) Traffic control requirements have increased significantly due to construction phasing requirements not previously included in the cost estimates.
- 8) The remainder of the cost increase consists of design changes and unit price increases on numerous other items of work, none of which is major or significant by itself but when taken together add a significant amount to the project cost.

The combination of general construction cost increases and design changes required for City approval account for the increase in the cost estimate.

CONSULTANT TEAM

The consultant firms are comprised of the following principals and primary contacts:

ROLE/FIRM	CONTACT	OWNED BY
Civil Engineering - Flores	Mike MaGee	Bill Lund Ray Flores - <i>Privately Owned</i>
Electrical Engineering - RandallLamb	Kurt Kohler	Kurt Kolher Gary A. Eastley Bruce Kerstetter - <i>Privately Owned</i>
Traffic Engineering - Darnell & Associates	Bill Darnell	Bill Darnell - <i>Privately Owned</i>
Landscape Architecture - Spurlock Poirer	Martin Poirer	Martin Poirer Andrew Spurlock - <i>Privately Owned</i>
Surveying - Melchoir Land Surveying	Doug Melchoir	Doug Melchoir <i>Privately Owned</i>

DISCUSSION

The recommendation of CCDC staff is to increase the authorized amount as required to construct the improvements as discussed and previously reviewed and approved by the public, CCAC, the Little Italy Association and the CCDC Board. Reducing the scope of work to fit in the current authorized budget would require multiple block faces to be deleted from the project, which would not be supported by the Little Italy community. Additional engineering costs would also be created by revising the plans to a smaller scope of work, or by a later construction phase to complete the work. Finishing the project in a later construction phase would also increase construction.

SUMMARY/CONCLUSION

The installation of the Phase II improvements will complete the revitalization of India Street and will strengthen and support the existing uses, creating a vibrant and exciting neighborhood commercial district.

Honorable Chair & Members of the Redevelopment Agency
Docket of April 19, 2005
Page -6-

Respectfully submitted,

Concurred by:

John L. Anderson,
Resident Engineer

Peter J. Hall,
President

Attachment(s): _____ Request to Bid Agency Item dated January 7, 2004

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